DUAL SPORT SPECIAL ISSUE

CYCLE NEWS

America's weekly motorcycle news
November 23, 1994: Number 46 (outside the U.S. $3.25) $2.50

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Off-road racer **Charles Halcomb** was air-lifted to Sharps Memorial Hospital in San Diego, California, after he crashed during the Baja 1000 off-road race that started and finished in Mexicali, B.C., Mexico, November 11. Halcomb, who was a member on one of the two major Honda teams, crashed at high speed 78 miles into the race and sustained head injuries and broken ribs. According to former Baja 1000 winner **Scot Harden**, who visited Halcomb in the hospital on Monday, November 14, he is currently in a coma but regains consciousness from time to time. "Charles recognizes people and can speak," said Harden. "He has two bruises on the top of his head, has cracked ribs but everything else is fine. As far as a prognosis, the doctors are tight-lipped, it's a day-to-day situation. They didn't have to give him medicine to induce the coma or have to operate on his skull to reduce the pressure on his brain." Italian **Davide Trolli** was the first person to arrive on the scene and send for help. "Some people have been saying it was a booby trap that caused the crash, but that is purely speculation at this point," said Harden. "It is a little suspicious, but it was a high-speed whoop section (that Halcomb crashed in). He could've hit a rock." As this issue went to press, Halcomb was still in intensive care.

Defending Supercross Champion **Jeremy McGrath** and American Honda have come to terms, and the popular rider has finally re-signed to compete on the factory Honda/1-800-COLLECT squadron. Reports have McGrath signing on for two more years.

Although nothing could be confirmed at press time, sources close to the team have reported that World Superbike Champion **Carl Fogarty** has left Ducati and will join the Castrol Honda squad for the 1995 World Superbike Series, joining **Doug Polen** and **Aaron Slight** in what apparently will be a three-man team.

Other World Superbike reports say that **Scott Russell** is trying to get out of his contract with Rob Muzzy so that he can join the Austrian Promotor Ducati team for the 1995 World Superbike Series. The Promotor team has refused to comment, other than to say that the team will be announced on November 15. Russell was not available for comment.

The AMA has announced that the 1995 SuperTeams Series (formerly Heavyweight Team Challenge) will feature **Le Mans-style starts** in 1995. SuperTeams riders will be given one warm-up lap prior to the start of the race, with their machines then lined up at a 45-degree angle on one side of the grid. The bikes will remain running, with the second rider holding the machine. The riders starting the race will line up on the opposite side of the grid and will run to their motorcycles at the drop of the green flag. "Our AMA Superbike promoters have asked for more activity on Saturday," said Tom Mueller, the AMA's vice president of sports marketing. "A Le Mans-style start for SuperTeams, in the tradition of Suzuka and other major endurance events, will add pageantry and excitement for both spectators and TV viewers."

The AMA has announced the hiring of **Rob Dingman** as the association's Washington, D.C., representative in the government relations department. Dingman, who will work out of the AMA's satellite office in the nation's capital, most recently served as a government relations specialist with the Motorcycle Industry Council (MIC). Dingman takes over from Jim Bensberg, who had been with the AMA since 1987. "While we are sorry to see Jim leave, we are pleased to have someone of Rob's experience in Capitol Hill politics to assume this very important position," said Robert Rasor, vice president of government relations for the AMA.

American Honda and **Fox Racing** have reportedly reached an agreement, and the three-man team of two-time Supercross Champion **Jeremy McGrath**, two-time 125cc National Champion **Doug Henry** and Barcelona Supercross winner **Steve Lamson** will be outfitted in matching Fox Racing gear throughout the 1995 season. Because of a pre-existing contract, McGrath will wear Alpinestars boots. This makes it two out of five factory teams that will be decked out in Fox Racing apparel, as the factory **Yamaha** squad of **John Dowd** and **Kevin Windham** will also wear the gear. Former 125cc National Champion **Jeff Emig**, however, will fulfill his contractual obligations to Thor Racewear in 1995.

Frank Thomason of **Racing Enterprises Motocross** announced that all racers who bring at least two items of nonperishable food to the November 19 Saturday MX races at Carlsbad Raceway in Carlsbad, California, will be allowed to race in a second class, free of charge. The food is being collected for the San Diego North County Food Drive. For more information call 619/484-1441.

The AMA has released a revised ESPN television schedule for motorcycle racing broadcasts that includes earlier air times for the next six Grand National Dirt Track races, and the remaining AMA Supercross and 125cc Outdoor Nationals. The next few eastern standard broadcast times are as follows: 11/21 5:00 p.m. - Parkersburg Half Mile; 11/22 6:30 p.m. - Syracuse Mile; 11/23 6:30 p.m. - Oklahoma City Half Mile; 11/17 6:30 p.m. - Delmont 125cc National; 12/4 2:00 p.m. - 125cc National review. For more information call 614/891-2425.

According to TravelCraft, hotel space is already running low for the **1995 Daytona Bike Week**, which will take place March 3-12 in Daytona Beach, Florida. Due to recent growth of the event, along with the fact that some of the larger hotels have converted to condominiums, space will be shorter than ever. Call TravelCraft at 800/241-1223.

Just months after posting a National event win on their maiden voyage, the Ocean Spray Offshore Racing Team of **Bruce Penhall** and **Dennis Sigalos** stood the boat racing world on its ear again by winning the Pierre Cardin 1994 Key West World Championships in Key West, Florida, on September 13. The two former world speedway champions finished second in the standings after the first leg on September 8, but came back to dominate in the rough water brought about by tropical storm Gordon during the final leg. Though Penhall and Sigalos managed the unthinkable - winning a world title in their rookie season - they are taking it in stride. "Competition is the same everywhere," said Penhall, the only American ever to win back-to-back World Speedway Finals in 1981-82. "You need to be focused and you need to work hard to be the best." Sigalos helped capture two consecutive World Best Pairs titles for Team USA in 1982-83.

DuHamel signs with Honda

Miguel DuHamel (right) has signed a letter of intent with Smokin' Joe's Racing to ride the team's Honda RC45 and CBR600 F-3 in the AMA U.S. Superbike National Championship Series and 600cc Supersport Series, ending the French Canadian's one-year stint with the factory Harley-Davidson VR1000.

The move caught many by surprise as DuHamel was expected to re-sign with Harley-Davidson for the 1995 season. DuHamel and the new VR1000 were impressive in the first year of Harley's return to superbike racing, but the switch to Honda leaves the Milwaukee marque without a number-one rider. Former Grand National Champion Chris Carr will ride the VR1000, but 1995 will mark his rookie season on the road racing circuit.

The signing of DuHamel also ended speculation that 1990 AMA Superbike Champion Doug Chandler would ride the Smokin' Joe's Honda in the superbike class with Jimmy Filice set to ride the team's CBR600 in supersport. Chandler and Filice are now out of the picture as DuHamel will ride both the RC45 and the CBR600.

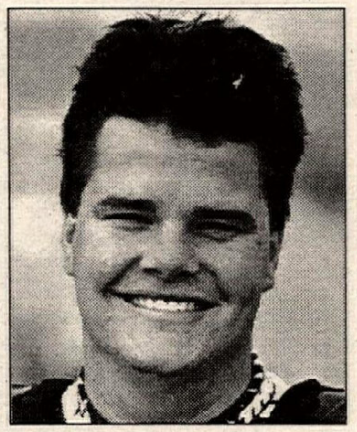
"I'm very happy that Honda has signed Miguel," team owner Martin Adams said. "Unfortunately, I had to give bad news to a lot of nice people. I was heavily involved with trying to sign Doug (Chandler); that was my task. We were really just waiting on a quote from them and I was confident that we'd have that tied up. The offer to Miguel was on the table for ages - it was dormant. Senior management at Honda stayed involved and I don't know what set it over the top. Nevertheless, they agreed and it's a done deal. We're obviously very happy - we got the guy that everybody put at the top of the board. You look at that and it's a positive. Miguel is a man of great talents and we're happy to have him. After all, he's the last man to win a race for us. It's a terrific opportunity. It was very hard for me because I had to call Doug (Chandler) and Jimmy (Filice). The call to Jimmy was really difficult, but we've hired a man to do both jobs (superbike and 600)."

The signing reunites DuHamel with Adams and the Honda team. DuHamel won the 1991 Daytona 200 in his debut with the squad (which was at the time Camel Honda) before going on to post four second-place finishes and a third in the Superbike National Championship. In 1992, DuHamel raced for the Sonauto Yamaha team in the World Championship Road Race Series before returning to AMA racing with Muzzy Kawasaki in 1993 and Harley-Davidson in 1994.

"Honda's proposition was very interesting," said Alan Labrosse, DuHamel's manager. "There were several factors in coming to this decision. Mechanically, though they had some problems last year, they have a good record of finishing races. They've also added Merlyn Plumlee, and they are quite committed to a testing program. They've also given Miguel the opportunity to do the Suzuka 8-Hour. Miguel's first objective is to win races and it's been a little over a year since he's done that - he doesn't like the feeling. We came very close to re-signing with Harley-Davidson. We just didn't come to terms. It was always understood that we requested a pay increase. What I requested is what we wanted and we were at a difference. Maybe they didn't think he'd depart - but we weren't bluffing We have nothing negative to say about Harley. They treated Miguel very well and he got along well with everyone on the team. We left on good terms."

Labrosse added that the one-year contract with Honda may see DuHamel as a Wild Card rider in the United States 500cc Grand Prix in 1995.

Team Green's seventh-straight in Baja 1000



Danny Hamel (right), Larry Roeseler and Ty Davis earned Kawasaki Team Green its seventh consecutive victory at the Baja 1000, which began in Mexicali, Baja California, Mexico, on November 11. The same trio teamed up for last year's win, and it was no surprise when they stood on the top step of the podium at race's end. Still, it wasn't a typical run-away-and-hide routine, as the team of Paul Krause, Ted Hunnicut and Craig Smith put up a tough fight on another KX500. Each squad suffered through a series of mechanical gremlins, and the final margin of victory was just 21 minutes.

The KX250 team of Jason Kawell, John Braasch and Steve Hengeveld was third overall and first in Class 21, followed in fourth by the Honda CR250 of Tim Morton, Brian Schmuckle and Brent Blount. Kawasaki riders Davide Trolli, Alain Olivier, Scott Morris and Danny LaPorte completed the top five, and the Class 40 win went to the sixth-overall Kawasaki KLX650 of Chris Haines, Scott Forward and Jack Johnson. Seventh overall went to the top-placing Honda factory team, consisting of Jeff Capt, Johnny Campbell and Bob Rutten.

Class 30 was topped by Honda XR riders Victor Lujan, Dave Donatoni and Mike McDonald, while the Class 50 victory went to Jim Moore and Bill Nichols, on another XR. Jason Tuck and Mark Green rode their Honda CR125 to the Class 20 win.

Penhall jokingly pointed to another similarity that may have given the team an edge over their rivals in Florida. "We don't have any brakes on the boat either."

The **AMA National Championship Indoor Ice Race Series** will get underway December 17 at the Ohio State Fairgrounds Coliseum short track in Columbus, Ohio. The event is being co-promoted by dirt tracker/road racer **Larry Pegram** and Action Sports Promotions, Inc., and will offer Pee Wee and 60cc classes in addition to the premier 250cc Pro class. For more information call 614/594-6686.

The North American Trials Council has announced the **1995 National Trails Championship Series** schedule. The 11-round series will route the nation's best trialers across the country, with only the best six of 11 finishes counting towards the series championship. The series is as follows: April 22-23 - Prescott, Arizona; April 29 - California (city TBA); May 20 - Cuyuta, New York; May 21 - Harrisburg, Pennsylvania; May 27-28 - Exitor, Rhode Island; August 26-27 - Canon City, Colorado; September 2-3 - Tillamook, Oregon.

Sixth-ranked National Championship Trials Series competitor **Lonny Halsted** has switched sponsors for the 1995 season. Formerly sponsored by the Tryals Shop aboard a Montesa, Halsted will contest the '95 series aboard a Beta, with backing from Cosmopolitan Motors, Axo, Renthal and Powerbar.

Other news in the trials world has **Marc Colomer** being courted by both the Spanish Montesa Honda and Italian Fantic factories. Though Colomer was expected to sign with Montesa, reports from Europe have him going either way. In addition, Japanese rider **Takumi Narita** has yet to re-sign with the factory Beta squad. Apparently, Japanese HRC personnel are trying to recruit him for the Honda Montesa team.

According to Gas Gas USA's **Dale Malasek**, the first few shipments of 1995 Gas Gas JT35 and JT25 models have arrived from Spain. Both of the trials motorcycles carry the same retail price of $5195. For more information call 816/741-7615.

Germany's road race sanctioning body - the ADAC - has made Keith Code's newest book, **A Twist of the Wrist, Volume II**, mandatory reading for all Junior-level racers.

Axcel Fast Graphics is currently accepting resumes from professional motocross racers for helmet painting sponsorships. Qualified parties should send resumes to P.O. BOX 3453, South Pasadena, CA 91031-6453.

Bob Harvell of **Rainbow MX Park** in Rainbow, California, reports that an all-new vintage-friendly course will greet competitors at the November 20 round of the AHRMA Cal-Zona Winter Series. Because of the race, the normal Saturday practice session at Rainbow will not be held November 19. The track will, however, be open for practice on Thanksgiving morning, November 24. For more information call 909/926-4646.

F&S Racing has announced the addition of **Guy Cooper, Jeromy Buehl, Jeff Curry, Mike Treadwell** and **Dale Spangler** to their team of sponsored riders for the 1995 season. F&S still has a limited amount of spots available and interested riders can send their resumes to Jeff Stolzengurg, c/o F&S Team Racing, 7200 N. Dixie Dr., Dayton, OH 45414.

Fastrack Riders School has released its 1995 schedule. The sessions - which are all held at Willow Springs Raceway in Rosamond, California - begin on Friday, January 13, 1995 and end on Friday, December 15, 1995. For more information call 805/256-7320.

American Italjet, Inc. is planning to give a new Italjet Buster to the overall Pee-Wee class champion at the **Florida Mini Olympics**, which will take place November 22-27.

Bringing your kid to see the November 18-20 **Arenocross**, at the Reno Livestock Center in Reno, Nevada? On Friday night, a free ticket will be given to all kids who accompany an adult and brings a coat to donate to underprivileged children. For more information, call 702/267-4392.

Promoters of amateur off-road and motocross series around the country should contact **EBC Brakes** if they're interested in being a part of the company's contingency program for 1995. Call 716/529-3750 for more information.

If you're concerned about your rights in the **California desert**, you may want to attend the California Desert Coalition's November 19 meeting at the Baker Community Hall in Baker, California. Meeting time is 1:00 p.m.

Though not exactly outside industry, the sponsorship deal of Italians **Alessandro Puzar** and **Mauro Del Lago** *is* quite unique. The duo will be backed by the Federation Motoclistica Italiana, the Italian version of the AMA, to contest the '95 MX GP circuit. Puzar, the 1990 250cc World Champion, and Del Lago will both race Honda CR125s, and will be managed by **Corrado Maddii**.

How would you like to ride a true point-to-point hare & hound on Saturday, November 26, during Thanksgiving Weekend? No, we're not talking about Barstow to Vegas, but instead, the **Fallon to Lovelock Desert Challenge**, a 130-mile Nevada event. For more information, call 702/358-5905.

Chris Keaveny earned the unofficial "Ironman" award at the recently concluded Baja 1000. The 30-year-old from Costa Mesa, California, soloed the event in approximately 23 and a half hours aboard a 1991 Kawasaki KDX200. He finished second in Class 21S (Sportsman). This year's race totaled approximately 620 miles. In 1992, Keaveny soloed the Baja 1000 when the course finished in LaPaz. "This one (Baja 1000) was a lot tougher than the one in '92," said Keaveny. "It seemed as though this one had nothing but whoops. I also had to ride 40 miles on a flat tire."

The Mickey Thompson Off-Road Racing Series, including the motorcycle Ultracross class, will air on the Nashville Network in 1995. TNN will feature the MTEG events 16 consecutive Saturday afternoons starting August 5 and running through November 18. "This television agreement will allow Mickey Thompson Racing to climb to the next level in motorsports," said MTEG president Danny Thompson.

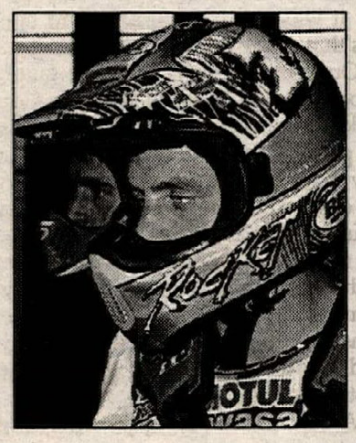
MTEG also reports that they exprienced a 28% **increase in attendance** for the seven-race Off-Road Racing Series in 1994, thanks in part to a major surge at second-year venue Salt Lake City, Utah. This is despite the fact that the Anaheim, California, round saw a 10,000-strong drop in attendance because of earthquake damage to the stadium.

CORRECTION: A couple of the 1995 AMA Motocross National numbers we printed last week were incorrect. We listed Shaun Kalos twice; his correct number is 68 and Jim Kapitan will proudly display 66 on his number-plate. Also, we left out number 83, which will be attached to William Dzielak's motorcycle.

HIRED: Gary Hazel, to the position of race support cooridanator, by FMF Racing. Hazel was formerly a technician at Kawasaki Team Green.

OPEN HOUSE: At H&H KTM in Douglasville, Georgia, on December 2-4. Former National Enduro Champion Jeff Russell is scheduled to appear. CN

LaRocco crowned King of Bercy



Team Kawasaki's Mike LaRocco (right) was crowned King of Bercy after three nights of racing in France's Bercy Stadium. The reigning 250cc National Champion posted consistent 2-2-1 finishes to earn the title and dethrone defending King of Bercy Jeremy McGrath, who turned in a 1-3-12 tally.

Team Honda/1-800-COLLECT's McGrath rediscovered his fast-starting technique, but still only won one of the three races. McGrath established a healthy lead early in Friday's main, but the race was halted on the fourth lap by a horrendous crash that involved Doug Henry, Larry Ward and LaRocco. Henry was knocked unconscious, Ward's Noleen Yamaha was left hanging from the stadium wall, and LaRocco's Kawasaki had a smashed radiator. The race was restarted 10 minutes later, and McGrath again established a healthy 10-second lead. The two-time Supercross Champion's lead shrunk at the finish, however, as both Frederick Vialle and Yves Demaria blocked McGrath as he was lapping them. LaRocco closed in and finished a close second. Suzuki's Jimmy Button was third.

McGrath holeshot again on Saturday, but was passed by Henry and LaRocco. The three ran in tight formation, but the race was stopped and called at 18 laps when Button crashed hard and lay in the middle of the track. Henry was the leader when the red flag came out, and was declared the winner over LaRocco and McGrath.

Ward was the early leader on Sunday night, but McGrath ran him down and looked like he was on his way to victory. It was not to be, though, as clutch problems dropped him to an eventual 12th. LaRocco made a late-race pass on Ward for the win, while Henry moved up to third after a so-so start.

With only one round of the FIM World Championship Supercross Series remaining - the Tokyo Supercross - McGrath holds a slim one-point lead over LaRocco, 73-72. Henry is third with 65.

Road America U.S.GP "imminent"

On Thursday, November 10th, a meeting took place in Milwaukee, Wisconsin, involving Jim Haynes, president of Elkhart Lake's Road America, and other board members, Carmelo Ezpeleta, marketing director of Dorna, Dennis Noyes, president of GP Promotions and Kenny Roberts regarding the location of next year's U.S. 500cc Road Race GP. At the conclusion of the meeting, the general agreement was that the U.S. GP, for many years held in Monterey, California, at Laguna Seca Raceway, will be held at Road America on August 6 and again in 1996 on a yet-to-be-determined date.

According to Noyes, the agreement has not been signed "but looks imminent."

"If there had been any way to keep the event in Laguna Seca we would have done so," said Noyes. "Both Kenny Roberts and Wayne Rainey live in the area and they certainly made it clear that if they had their "'drethers" the U.S. GP would stay in Laguna Seca, but we were told by SCRAMP (Sports Car Racing Association of the Monterey Peninsula) that there was no way they could restructure the deal in such a way that our risk would be greatly reduced. If Monterey County wants to get their GP back and can help SCRAMP become competitive, we'll listen to any offer they make. It looks like we'll be in Wisconsin for at least two years, but if the right offer came along from SCRAMP and Monterey County we'd ask the FIM for authorization to hold an additional Grand Prix at Laguna Seca under the title of Grand Prix of the Americas, just as we run a second GP in Spain under the title of European Grand Prix. Kenny Roberts has said from the beginning that the United States is big enough for two Grand Prix events and we agree with that, but the U.S. GP, providing there are no last-minute problems, will be at Road America for at least the next two years and probably will continue for some time after that."

The Road America event will still be promoted by Dorna in association with KR Sports Promotion Corp.

The Monterey Herald recently published that the amount of income Monterey County will lose by not hosting the United States Motorcycle Grand Prix is estimated at $30 million.

VOICES
Letters to the editor

Viewfinders says thanks

It is said that an event is only as good as its promoters. As Viewfinders putting on the Castaic Lake Gran Prix, we can say it was the participants and spectators that made the event spectacular.

Our club needed to make a favorable impression on the Los Angeles County Parks Department to secure future use of the park facility. The cleanliness and courtesy displayed by all those who attended the event made not only our jobs easy on security and clean up, but should have left the necessary impression to keep our foot in the door for next year. All who attended most definitely dispelled any reservations that the parks department may have had about motorcycle groups being destructive and unruly.

A well deserved appreciation goes out to all the riders and their families and friends. You made us look good. Many thanks and see you next year.

Viewfinders M/C
Templeton, CA

Wanting World Superbike

Given the contributions American riders have made to the World Superbike Series, are there any plans for including the United States in the series? If so, what U.S. tracks meet the series' requirements? Also, does anyone presently have this motion on an agenda?

Manuel Jonec
San Diego, CA

The FIM World Superbike Series calendar has the United States listed without a date and without a race track. The latest information says that the race is likely to take place at Laguna Seca in Monterey, California in either April or July, as a replacement for the United States Grand Prix which is likely to move to Road America in Elkhart Lake, Wisconsin. Road America and Laguna Seca are the only road race facilities in the country that have been approved by the FIM...Editor.

Godspeed, Ace

Motorcyclists in Georgia were recently saddened by the loss of a great friend and supporter when Don "Ace" Lassiter passed away on October 14 at the age of 60. Don, with son, Greg, and wife, Frieda, became regular figures in Georgia and Southeast motocross from the mid-70s to the mid-80s. Don was known for his wonderful sense of humor and story telling.

Don and Greg survived near tragedy when both were involved in a terrible car accident on the way to a local MX event, but through it all Don's sense of humor always shined bright.

I was fortunate to meet Don and his family at a young age, and a life-long friendship soon developed. Don and his family treated me as a son and my life has been enriched by their friendship. I would like to thank the Lassiter family for everything they have done - Godspeed, Ace.

Robert Leimenstoll
Woodstock, GA

Despain fan

I have been a faithful viewer of MotoWorld since its debut 10 years ago. At that time the show had an excellent opening song with gentle, upbeat trumpets - a mature, excitement-building theme not unlike "Wide World of Sports." I cringed at the change a few years later when I heard the high-pitched shriek which now opens the show and adds to the "wild and weird" image motorcycling has no use for.

Then a few years back, when I first heard that Larry Maiers was being replaced by some "Dave Despain guy," I thought, "Oh, no, Larry does the show great." I'd read that Despain was one of the greatest, but I took on a wait-and-see attitude. Sure enough, Mr. Despain showed me the difference between a "Yeah, he's pretty good" announcer to a "serious, dedicated professional."

I am 35 years old and appreciate my motorcycling news being delivered in a professional and adult-type manner. Mr. Despain shows an unmatched level of respect and knowledge of the two-wheeled motorsports I participate in and follow. Perhaps Seals Communication hasn't heard of the huge push of Vet-class MX racing, or else they would understand that a large number of us that follow the show aren't kids who wear ugly clothes and incredibly bad haircuts. I suspect these kids get a charge out of Jerry Bernardo - as we all do - but they will eventually grow up too.

Bottom line - Dave Despain is the best in the business and I suspect he will go down as the best motorsports announcer in history.

Tom Hoffman
Cicero, IL

Thanks from #27

I feel that I am the most fortunate man on the face of the earth - fortunate because I won my first National, finished in the series' top 10, and most importantly, because the good Lord has blessed me with a path that has come across the greatest people around.

I'd like to say thank you to all who have helped and supported me throughout my 14-year career. Thanks first to my father, who started me racing and got me to the point where I was ready for the equipment that great tuner like Skip Eaken can build. My fiancee Missy - I can honesty say that without her things wouldn't have been nearly as enjoyable. My good friends Bill and Shelly Miller, Dale Jones, Chop's, Tom and Sharon, Becky, my brother Wade, and of course - my mother. She has supported all of my decisions and is without a doubt, the woman who molded me into the person I am today. Also, I'd like to thank Skip and Linda Eaken, who really took a chance last winter when they signed me to ride their motorcycles. You guys are awesome!

And I certainly can't forget all of my sponsors! Unfortunately, space limitations in *Cycle News* won't allow me to list each and every one of you, but you know who you are, but thank you, from the bottom of my heart. And what about the fans? Not only are you fans, you're also friends, and that's the best thing about racing!

To everyone who has helped me in any way, I'd like to say thanks and give you a big pat on the back, because "I" didn't win the DuQuoin Mile, and "I" didn't finish 10th in points - "we" did!

Davey Camlin
Rock Island, IL

Letters to the editor should be sent to Voices, Cycle News, P.O. Box 498, Long Beach, CA 90806-0498 or faxed to 310/427-6685. Published letters do not necessarily reflect the position of Cycle News, Inc. Letters should not exceed 200 words and all letters are subject to editing. Anonymous letters will not be considered for publication. All letters should contain the writer's name, address and daytime phone number ... Editor.

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ON THE FRONT COVER

We climb on board the very trick IMS Kawasaki KLX650 dual sporter. Check out page 18 for a riding impression. Photo by Kit Palmer. Inset photo: Yamaha's latest XT350. See page 34 for our 1995 dual sport buyer's guide.

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America's weekly motorcycle newspaper

Volume XXXI

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Spanish surprises for Lamson, Bolley

(Above) Team Honda/1-800-COLLECT's Steve Lamson scored the first supercross win of his career on the opening night of racing.
(Below) Frederic Bolley (15) holeshot Sunday's final and led wire-to-wire. Lamson (22) and Doug Henry (4) were close behind at the start.

By Davey Coombs

NOVEMBER 5-6, BARCELONA, SPAIN

American Honda pilot Steve Lamson and French hero Frederic Bolley shared upset wins at the first two rounds of the 1994 Campeonato del Mundo de Supercross, held in Barcelona, Spain. Lamson won the Saturday evening opener after holding off a fierce late-race attack by two-time U.S. Supercross Champion Jeremy McGrath, who suffered a costly poor start on the narrow Barcelona track.

"I would have to say that this is the biggest supercross win of my career," said Lamson, who has never won a 125 or 250 main event in the U.S., but has made the podium countless times. "I just hope that I can do this in America next year."

Lamson might have also stood atop the podium after the Sunday feature, had a rear flat tire not knocked him out of the early going. Lamson's withdrawal, along with a massive first-turn collision that claimed McGrath, Mike LaRocco and many others, left holeshot-man Bolley in charge of the 20-lap main event. The Chesterfield Yamaha rider rode an error-free race and was never headed, though McGrath might have run him down after another amazing charge through the pack. McGrath's 1-800-COLLECT/Honda teammate Doug Henry finished third on both nights of racing.

The event was held at the modern Palau Sant Jordi Stadium, built just a few years back for the 1992 Summer Olympic Games. The same floor that hosted USA basketball's original "Dream Team" of Michael Jordan, Larry Bird and Magic Johnson was covered with dirt and banners in preparation for a dream field of international supercrossers. In addition to McGrath, LaRocco, Lamson and Henry, were AMA National racers Jeff Emig, Larry Ward, Mike Craig, Damon Huffman, Ryan Hughes, Jeff Matiasevich, Jimmy Button and Mike Jones, plus U.S.-based Pedro Gonzalez (from Mexico) and James Dobb (from Great Britain). Among the international stars on hand were Frenchmen Bolley and Yves Demaria, Belgium's Stefan Everts, Italy's Alessio Chiodi and Dutchman Pedro Tragter. The promoters even brought supercross legend Guy Cooper out of retirement for the weekend's doubleheader.

The short track was nothing short of spectacular. A hairpin first turn, a short row of whoops, two triple jumps and an over-under bridge were the highlights of the layout, though the most significant features would prove to be the tight banked turns. It was in these corners that aggressive riders like McGrath and LaRocco were able to force passes on an otherwise one-lined track. Lap times hovered around the 39-second mark throughout the weekend.

Saturday's program opened with a fireworks and laser light show before the riders were introduced to the crowd of about 10,000 fans. The names of McGrath and LaRocco were left out until the spotlights hit two replica motorcycles and riders swinging down from the rafters. The stunt men on the bikes swung themselves into all kinds of wild cross-ups before being lowered to the floor. After the actors ran off under the grandstands, the real American champions rode out onto the track for a parade lap and introduction. Some of the fans were fooled by this European trickery; this *Cycle News* journalist was not.

An extraordinary post-race jumping contest on Sunday capped the weekend. Privateer Jones knocked off such popular leapers as McGrath, Cooper and Gonzalez with his over-the-side bridge jump and a front brake, front somersault. Gonzalez was second with an almost totally inverted whip-it and a laid-over nac-nac. McGrath was third with his signature nac-nac and the new "Superman Air," which he could not fully accomplish due to the size of the jumps.

SATURDAY

With 42 riders on hand, an extended qualifying system of heat and semi races was employed to narrow the field to 16 riders for the main event. The winners of the first three heat races were Noleen Yamaha-mounted Ward, two-time 125cc National Champion Henry, who narrowly beat LaRocco, and crowd favorite McGrath, who edged out Honda of Troy's Craig in the fastest of the three mangas, or heat races.

After a set of second-chance heat races, called repescas, the first of two semifinal races saw Emig pull the holeshot. Belgian star Everts quickly put the pressure on the American and passed him for the lead, seemingly taking the wind out of Emig's sails. Emig faded back to sixth in the field, complaining later on of an inability to find his rhythm on the short, jerky course. But six riders transferred directly to the main, saving Emig the inconvenience of having to ride the super repesca, or last-chance qualifier.

Everts led Ward all the way to the checkered flag, even though the American stuck his wheel in on the #2 Kawasaki several times. Henry bettered Demaria for third with Suzuki-mounted Huffman fifth.

In the second semi, Button pulled the holeshot from the far outside, railing the banked wall and coming out ahead of a first-turn stack-up that was not avoided by McGrath, LaRocco, Cooper or South African Colin Dugmore. Lamson and Craig moved around the flu-ridden Button and started into their own battle. McGrath and LaRocco moved through the field together, touching together in several corners. LaRocco finally got the better of his rival and scored fourth behind Lamson, Craig and the wildly popular Gonzalez. Button grabbed the sixth and final transfer spot.

In the super repesca, Bolley was the victor, followed by the Yamaha-mounted Matiasevich, Hughes and French rider Guedard. Among those who did not make the first four transfers to the main event were Chiodi, Cooper, Dobb and Jones.

Button once again used his risky outside line to slingshot into the lead as the main event field leaped into the first set of whoops. Henry, Bolley, Lamson, Craig, Everts and LaRocco filled in the next five spots while McGrath snagged another rider in the first turn and was back in 12th place after one lap.

A pileup halfway through the first lap caused some controversy when Henry was forced off the track, around the traffic, and jumped back after the following jump. AMA rules allow for supercross riders to re-enter the track at the first safe opportunity; FIM rules say that the rider must go back on where he came off.

"I don't think I had an advantage or

anything," said Henry. "There was a wall of hay bales all around the track and I had to jump over one just to get back on where I did." The FIM jury decided to overlook Henry's infraction, due to the difference in rules for American supercross.

As Button started to ease away from the lead pack, Lamson jumped up to second ahead of Craig and Henry, while Hughes skipped into fifth. LaRocco made a third-lap miscue and landed himself at the very back of the pack. Everts and Demaria also went down; Everts re-entered the race last while Demaria quit.

For 14 laps, Button led the field before his illness caught up with him and fatigue slowed him down. Even as the three Hondas of Lamson, Craig and Henry started to catch the lead Suzuki, all eyes were focused on the rise of McGrath through the field. After a few fruitless attempts at jump-passes early in the show, McGrath started knifing his Honda under his competitors in the banked turns, sometimes initiating contact but never actually taking anyone out. Missed in the excitement of McGrath's actions was the sudden overtaking of Button by Lamson, Henry and Craig.

"The main event was mine to lose and I lost it," said a disappointed Button after holding the lead for nearly two-thirds of the race. "I've been sick all week - look at my hands shaking - and it just caught up with me at the end. I was pulling away, too. I should have won."

"I was really surprised at how good Button was riding," said Lamson. "I kind of wanted to wait to see if he would get tired and he actually started to pull away. Then I think he did finally get tired around the halfway mark."

McGrath's clean streak of passes came to a close with four laps to go. After jumping past Button he reached fourth-placed Craig and took him into the hay bales. Craig nearly fell over the hay bales but was able to keep the bike upright but backwards on the track. This allowed Button to repass Craig, a position he would hold to the checkered flag.

"I should not have even been back there with Jeremy," said Craig after the race. "I waited around too long to pass Lamson and Button, and I just got into their rhythm. I wasn't aggressive enough after that, and when Henry passed me it really messed me up."

McGrath made one more pass to secure second place ahead of Henry but, with only one lap remaining, could not reel in Lamson, who threw a one-handed no-legger at the crowd as he crossed the finish-line tabletop.

"I rode a total of 58 laps," figured sixth-place Hughes, who rode every qualifying round to get into the main. "The fumes were starting to get to me because I have asthma, especially in the middle of the last race."

Ward finished right behind Hughes, with LaRocco an uncharacteristic eighth after his early spill.

SUNDAY

The stars of Sunday's three heat races were the same as the previous night's: Lamson, McGrath and Henry. The casualties included Craig and Everts, who crashed together going through the whoops. Craig's fall was compounded by the fact that his body slammed head-first into a BMW police motorcycle that was being displayed alongside the track.

"I drove my head right into that big bike," said Craig, who, along with Everts, called it a night after the crash. "I got up and the people were whistling like I did something wrong."

(Right) Crowd favorite Jeremy McGrath (1) was hindered by a pair of first-turn crashes, but still finished second on both nights. Michael Craig (19) was fifth on Saturday, but crashed out on Sunday. Mike LaRocco (3) had terrible luck in Spain.

What the fans were doing was booing the organizers for having a street bike parked so close to the track. They moved the bike off the infield between heat races.

Bolley, 12th on Saturday night, also crashed out of the heats, as did Button, whose outside line on the start finally landed him in the hay bales.

McGrath beat Henry in the first semi-final race with Demaria five seconds back in third. Lamson kept his winning streak alive at four-straight races when he took the second semi win ahead of Ward and Hughes. A surprise non-qualifier was Huffman, who suffered a poor start in the last-chance round and could not make the top four.

When the main event went off, another huge pileup formed in the first turn, bringing down McGrath, LaRocco, Matiasevich, Hughes, Button, Demaria and Cooper. Out front was the black Yamaha of Bolley, who, like Hughes the night before, had to ride every qualifying lap available to even make the main event. Lamson was second with Henry, Ward, Kawasaki-mounted Gonzalez, Emig and Dobb giving chase.

(Right) Frenchman Frederic Bolley was delighted to score Sunday's win. Bolley's sponsor, Chesterfield, is also the title sponsor of the series. (Below) Pedro Gonzalez was quite impressive in the air, and finished second in the popular jump contest.

Bolley rode at a quick pace for a few laps, but Lamson could not be shaken. Lamson, however, picked up a flat tire before five laps were counted and slipped right out of the race. Bolley inherited a short lead and an open track. While Henry, Ward and company cut in and out on one another, Bolley seized the opportunity to sprint away from everyone. At the halfway point, his lead reached a high of 10 seconds.

"Bolley got away really quick and that's important on a track like this," said Henry. "There were three guys battling around me and when you're close like that you have to ride defensively all the time."

"I made the start and I rode out front thinking that they would catch me," said Bolley, through an interpreter. "At the halfway mark I started to tell myself that I could win it because I would look back across the track and I did not see Jeremy."

McGrath was still charging through the field, passing his way into sixth by the halfway mark. But at that point, he reached Emig's rear fender and his momentum was put on hold.

"When I reached Emig I got stuck right there," said McGrath. "But I don't think that it was the thing that kept me from catching Bolley. If I would not have fallen, if I had even just been last place off the start, I think that I might have been able to catch him. I didn't have a problem with anyone but Emig."

McGrath took Henry with just four laps to go but had no chance of catching the jubilant Bolley, who had the pressure of riding in front of all of his Chesterfield bosses, who also sponsor the series. Henry finished two seconds behind McGrath with Emig fourth and Gonzalez an impressive fifth. Gonzalez celebrated his top five finish and thanked the partisan crowd with a remarkable finish-line whip-it.

"I am very happy and very surprised to win," said Bolley at the post-race press conference. "This is the biggest win of my entire career. I really did not expect to be here." CN

Palau Sant Jordi Stadium
Barcelona, Spain
Results: November 5-6, 1994

Saturday

HEAT 1: 1. Larry Ward (Yam); 2. Jeff Emig (Yam); 3. Frederic Vialle (Kaw); 4. Yves Demaria (Hon); 5. Jeff Matiasevich (Yam); 6. Mike Jones (Suz).

HEAT 2: 1. Doug Henry (Hon); 2. Mike LaRocco (Kaw); 3. Damon Huffman (Suz); 4. Jimmy Button (Suz); 5. Stefan Everts (Kaw); 6. Alessio Chiodi (Hon).

HEAT 3: 1. Jeremy McGrath (Hon); 2. Mike Craig (Hon); 3. Steve Lamson (Hon); 4. Pedro Gonzalez (Kaw); 5. James Dobb (Hon); 6. Yann Guedard (Kaw).

SEMI 1: 1. Stefan Everts (Kaw); 2. Larry Ward (Yam); 3. Doug Henry (Hon); 4. Yves Demaria (Hon); 5. Damon Huffman (Suz); 6. Jeff Emig (Yam); 7. Ryan Hughes (Kaw); 8. Jeff Matiasevich (Yam); 9. Frederic Bolley (Yam); 10. Michael Maschio (Yam); 11. Thierry Bethys (Yam); 12. Mike Jones (Suz); 13. Frederic Vialle (Kaw); 14. Francisco Garcia (Yam).

SEMI 2: 1. Steve Lamson (Hon); 2. Mike Craig (Hon); 3. Pedro Gonzalez (Kaw); 4. Mike LaRocco (Kaw); 5. Jeremy McGrath (Hon); 6. Jimmy Button (Suz); 7. Yann Guedard (Kaw); 9. Alessio Chiodi (Hon); 10. James Dobb (Hon); 11. Guy Cooper (Suz); 12. Collin Dugmore (Suz); 13. Luca Pretto (Hon); 14. Daniel Obelisco (Kaw).

20-LAP MAIN: 1. Steve Lamson (Hon); 2. Jeremy McGrath (Hon); 3. Doug Henry (Hon); 4. Jimmy Button (Suz); 5. Mike Craig (Hon); 6. Ryan Hughes (Kaw); 7. Larry Ward (Yam); 8. Mike LaRocco (Kaw); 9. Pedro Gonzalez (Kaw); 10. Jeff Matiasevich (Yam); 11. Damon Huffman (Suz); 12. Frederic Bolley (Yam); 13. Jeff Emig (Yam); 14. Stefan Everts (Kaw); 15. Yann Guedard (Kaw); 16. Yves Demaria (Hon).

Sunday

HEAT 1: Doug Henry (Hon); 2. Yves Demaria (Hon); 3. Pedro Gonzalez (Kaw); 4. Jeff Matiasevich (Yam); 5. Luca Pretto (Hon); 6. Jimmy Button (Suz).

HEAT 2: 1. Jeremy McGrath (Hon); 2. Mike LaRocco (Kaw); 3. James Dobb (Hon); 4. Damon Huffman (Suz); 5. Alessio Chiodi (Hon); 6. Phillipe DuPasquier (Yam).

HEAT 3: 1. Steve Lamson (Hon); 2. Larry Ward (Yam); 3. Jeff Emig (Yam); 4. Ryan Hughes (Kaw); 5. Pedro Tragter (Suz); 6. Daniel Obelisco (Kaw).

SEMI 1: 1. Jeremy McGrath (Hon); 2. Doug Henry (Hon); 3. Yves Demaria (Hon); 4. Pedro Gonzalez (Kaw); 5. James Dobb (Hon); 6. Jeff Matiasevich (Yam); 7. Colin Dugmore (Suz); 8. Yann Guedard (Kaw); 9. Michael Maschio (Yam); 10. Thierry Bethys (Yam); 11. Luca Pretto (Hon); 12. Alessio Chiodi (Hon); 13. Gregory Riaux (Yam); 14. Jimmy Button (Suz).

SEMI 2: 1. Steve Lamson (Hon); 2. Larry Ward (Yam); 3. Ryan Hughes (Kaw); 4. Mike LaRocco (Kaw); 5. Frederic Bolley (Yam); 6. Guy Cooper (Suz); 7. Damon Huffman (Suz); 8. Jeff Emig (Yam); 9. Pedro Tragter (Suz); 10. Phillipe Dupasquier (Yam); 11. Frederic Vialle (Kaw); 12. Mike Jones (Suz); 13. David Aviles (Kaw); 14. Daniel Obelisco (Kaw).

20-LAP MAIN: 1. Frederic Bolley (Yam); 2. Jeremy McGrath (Hon); 3. Doug Henry (Hon); 4. Jeff Emig (Yam); 5. Pedro Gonzalez (Kaw); 6. Mike LaRocco (Kaw); 7. Larry Ward (Yam); 8. Michael Maschio (Yam); 9. Jimmy Button (Suz); 10. James Dobb (Hon); 11. Frederic Vialle (Kaw); 12. Guy Cooper (Suz); 13. Steve Lamson (Hon); 14. Yves Demaria (Hon); 15. Ryan Hughes (Kaw); 16. Jeff Matiasevich (Yam).

Glen Helen Raceway

Dubach reigns supreme

For the special event, the Glen Helen course was modified considerably. Many of the faster sections were rerouted into the infield, with several new twists and turns added. Perhaps the most challenging new obstacle was the all-new whoop section. Usually comprised of several small, unevenly spaced bumps, the new whoop section featured 10 large whoops that racers were able to double-jump through. While the upper-division classes had little trouble with the section, the whoops proved to be a make-it-or-break-it challenge in the Novice classes. All in all, most racers agreed that the track was at its best, even though second-moto conditions were considerably rougher than usual.

Nearly 1000 entrants showed up during the two days of competition, and a full schedule was completed on both days. Though the premiere 30- to 34-year-old Pro class was run on Saturday as well, most of the prestige lay in Sun-

(Left) Runner-up Jeff Ward, winner Doug Dubach and third-placed Mike Beier were all smiles after the second moto. (Below) Dubach's championship hopes were momentartily put on hold when he fell late in the second moto and allowed Jeff Ward to sneak past.

By Donn Maeda

SAN BERNARDINO, CA, NOV. 5-6

Doug Dubach may be getting older, but the fans on hand at the White Bros. World Championship Vet Nationals would probably agree that he hasn't gotten much slower. After contesting only selected supercrosses and outdoor Nationals in 1995, Dubach showed up at Glen Helen Raceway set to defend his Vet World Championship title and romped home the popular winner after turning in a pair of convincing moto wins. All was not easy for the former factory Yamaha rider, though, as a late-race spill in the second moto allowed multi-time Supercross and National Champion Jeff Ward to inherit the lead and slip into perfect position to gain Dubach's crown. But the 31-year-old pulled out the stops and retook the lead with only moments to spare, earning his second consecutive Vet World Championship.

Ward - who finished third at last year's race - was the runner-up, while Yamaha-mounted Mike Beier nabbed the final podium position with consistent 3-4 moto finishes.

Though it has been traditionally held at Perris Raceway in the past, the popular race was this year moved to the larger Glen Helen Raceway facility. "It's unbelievable how big the Vet race is getting," said Tom White. "It was simply getting too big for Perris. It was nothing against the track, there just wasn't enough pit area to accommodate all the racers. Glen Helen is a much larger facility, and we should be able to put on a better show with more room."

day's "big gun" showdown. Also held on Sunday was a Legends Exhibition that featured 17 stars of yesteryear, mounted aboard the bikes that "made them famous." Participating in the Legends Exhibition were multi-time Supercross and National Champion Jeff Ward, 1982 500cc World Champion Brad Lackey, four-time 250cc National Champion Gary Jones, 250 and 500cc National Champion Kent Howerton, San Jose Supercross winner Doug Dubach, 125cc National and Supercross Champion Johnny O'Mara, 1980 500cc U.S. GP winner Marty Moates, multi-time National winner Warren Reid, two-time 125cc National Champion Marty Smith, Four-stroke National Champion Bryan Myerscough, former Team Honda rider Tommy Croft, multi-time Ultracross Champion Jim Holley, eight-time ATV Grand National Champion and former 125cc Pro Gary Denton, the Old Swede Lars Larsson, Mark Brooks, Rich Eirstadt and Bryar Holcomb.

When the gate dropped for Sunday's first eight-lap Vet Pro moto, Willy Musgrave shot into the lead with Dubach, Beier, Johnny O'Mara, Tom Carson, Greg Zitterkopf and Ward in tow. After handily winning both of Saturday's Vet Pro motos, Musgrave found himself full of confidence as he raced around the course. Things would not go as smoothly on Sunday, however, as Musgrave missed several lines on the first lap.

"I thought we would get a parade lap to check out the track," said Musgrave. "But we didn't, and I seemed to be hitting all of the bumps and bouncing off line."

Dubach was quick to capitalize on Musgrave's errors, and zipped into the lead on the opening lap. Though he started third, Beier momentarily dropped to fifth.

"Dubach was weaving all over the track trying to get past Musgrave," he said, "I was watching him and taking all of the same goofy lines instead of taking my own."

Zitterkopf caught fire on the opening lap and quickly motored into second, passing, O'Mara, Beier and Musgrave. Mounted aboard a big KTM LC4 620 four-stroke, Zitterkopf thundered up to Dubach's rear fender and the stage looked set for a tremendous battle. But such a battle would not develop, as Zitterkopf fell over in a rutted turn, right in front of the grandstands.

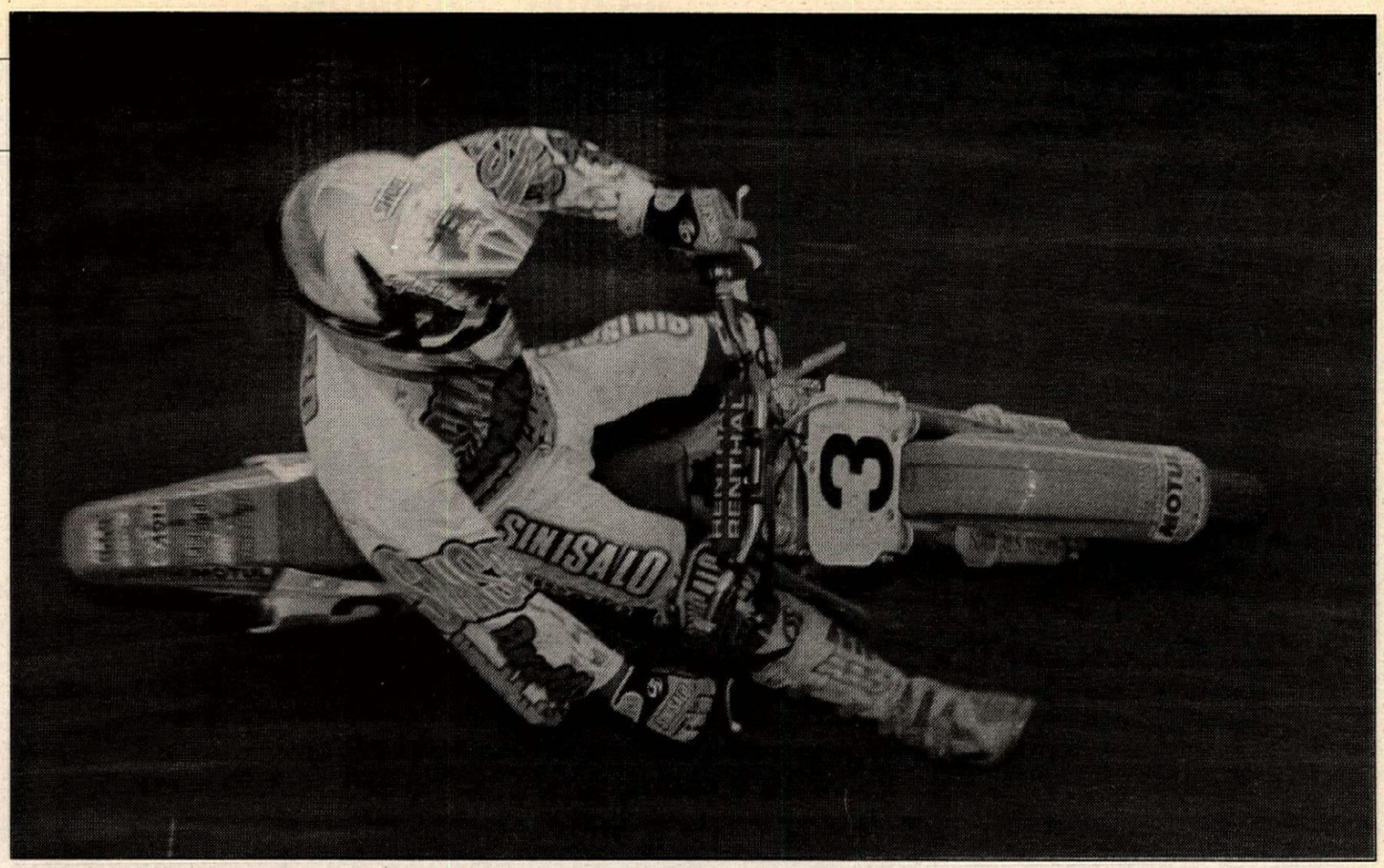
"I heard Greg behind me and figured, 'Here we go,'" joked Dubach. "But then he fell over like a nerd."

With Zitterkopf's demise, Beier scooted back into second, but had a hard-charging Ward right on his tail. "I got a crappy start," said Ward. "My arms started to pump up, and it was hard to get warmed up. Zitterkopf falling over made it easier to get to the front."

Ward made short work of Beier and quickly put distance between he and third, but could do little to gain on the fleeing Dubach. At the checkered flag Dubach enjoyed an eight-second margin of victory over Ward, who was followed by Beier, some nine seconds back in third. Zitterkopf recovered to finish fourth.

"I was so mad at myself for falling down that I started to ride over my head," said Zitterkopf. "I knew that I had a good chance of winning, and the crash ruined my chances. Then I fell over in the same turn again on the next lap!"

Holeshot artist Musgrave settled into a comfortable fifth. "By the time I settled into a pace, the white flag was out," he said. "I think we need about 12 laps for a race like this. That would have given me plenty of time to catch back up."



(Top) Former Supercross, 125, 250 and 500cc National Champion Jeff Ward finished second in both motos.
(Above) Gary Yearsley (66) and Bret Leef (53) led the 40- to 49-year-old Novice class through turn one, and went on to finish first and second, respectively.

Dubach started moto two just like he finished moto one - out front. Shadowing "Dr. D" through turn one were Musgrave, Dave Coupe, Ward and Zitterkopf. Dubach wasted little time, and quickly began to pull away from the field. Knowing that would be Dubach's strategy, Ward pulled out the stops and passed both Musgrave and Coupe on the opening lap. At the start of lap two, Dubach led Ward by only a few feet, and the crowd cheered in anticipation of a great showdown. They would not be let down.

While Musgrave, Zitterkopf and Beier battled over third, Ward did all he could to stick to leader Dubach's rear fender. Though he got close at times, Dubach appeared to have a superior line through the whoop section that allowed him to maintain his advantage. While Ward doubled through most of the section, Dubach consistently tripled his way through the middle of the whoops.

All hell broke loose in the fifth lap, as Dubach lost his front end as he landed from a jump and parted company with his YZ. "I was jumping pretty far over this jump, and almost landing in the next turn," said Dubach. "I landed pretty front-end high and it just washed when I landed."

Ward snuck past as Dubach scrambled to remount, and the stage was set for the dramatic last two laps. Ward initially enjoyed a 15-bike-length lead, but Dubach quickly closed the gap.

"All I was thinking was 'How much time do I have?'" said Dubach. "I figured I would jump past Wardy in the whoops on the next lap, but he took my line and I couldn't. Then we got the white flag, and I was thinking that it was gonna have to be a contact pass."

But in the end, a lapper proved to be the deciding factor, as Ward and Dubach closed in on a slower rider in the canyon section of the course. Dubach picked a better line than Ward, and as they emerged from the canyon it was the Yamaha rider in front. Dubach held on for the win over Ward, while Musgrave came home a distant third. After battling tooth and nail with Zitterkopf, Musgrave managed to gain the upper hand by the moto's end. Beier also snuck past the KTM pilot to finish fourth, good enough for third overall. Musgrave's 5-3 scores edged out Zitterkopf's 4-5 for fourth overall.

Pro Circuit's Loren Pochirowski was perhaps the winningest rider of the weekend, as he racked up three overall wins and one second-place finish. Pochirowski easily topped the 25- to 29-year-old Intermediate class on both days of racing, and also won the 30- to 34-year-old Intermediate class win on Sunday. Pochirowski was dealt his only defeat on Saturday, when Ian Fitz-Gibbon spanked the 30- to 34-year-old Intermediate class.

ATK's Mike Young was the king of the 25- to 29-year-old Expert class, as he raced his big four-stroke to commanding wins on both days of racing. Young looked quite stylish aboard his thumper as he topped Gary Bronikowski and Shawn Galbraith on Saturday, and Mike Dunlap and Travis Robertson on Sunday.

Mark Brooks emerged the overall victor in the 35- to 39-year-old Novice Division Three race on Sunday, but it certainly wasn't easy. 1974 Honda Elsinore-mounted John Greenway topped Brooks in the opening moto, and the two waged the battle of doom in the sec-

MOTOCROSS
White Bros. World Championship Vet Nationals

Glen Helen Raceway

ond go-around. Greenway hounded Brooks throughout the race, but in the end it was modern-bike-mounted Brooks who prevailed. Dirt Rider's Karel Kramer finished third in both motos for third overall, and first true Novice.

Kent Howerton thundered to the win in the 40- to 49-year-old Expert class on both days. Howerton competed aboard a Scott's Performance-backed Honda XR600, and made the course look smooth as he completed a four-moto sweep. Howerton bested Brent Wallingsford and Alan Olson on Saturday, and Gary Jones and Wallingsford on Sunday.

Former Ascot speedster Daniel Bush whipped Sunday's 30- to 34-year-old Novice Division Three race. The Dirt Rider tester trounced the field in both motos, enjoying commanding leads both times out. Former ATV star Jimmy White finished second in both motos for second overall, while Manny Dominguez used 3-5 scores to nab third overall. CN

Glen Helen Raceway
San Bernardino, California
Results: November 5-6, 1994

Saturday

25-29 NOV: 1. Steve Reeves (Yam); 2. Ken Wilson (Hon); 3. Andy McKay (Hus); 4. Andy Kyler (Hon); 5. Jamie Young (Yam).

25-29 INT: 1. Loren Pochirowski (Hon); 2. Joe Merriam (Hon); 3. J.J. Petchel (Hon); 4. John Griffin (Suz); 5. Ed Heacox (Suz).

25-29 EX: 1. Mike Young (ATK); 2. Gary Bronikowski (Hon); 3. Shawn Galbraith (Kaw); 4. John Whitaker (Hon).

30-34 NOV DIV 1: 1. Mike Fedorow (Kaw); 2. Mike Carr (Hon); 3. Dave Simon (Kaw); 4. Scott Spiwak (Hon); 5. Frank Lowers (Hon).

30-34 NOV DIV 2: 1. Ken Wilson (Hon); 2. Eric Knudson (Kaw); 3. Todd Broussard (Kaw); 4. Alan Kissee (Hon); 5. Greg Hayward (Yam).

30-34 INT: 1. Ian Fitz-Gibbon (Yam); 2. Loren Pochirowski (Hon); 3. Willie Milla (Hon); 4. Joe Merriam (Hon); 5. Steve Piatonni (Suz).

30+ PRO: 1. Willy Musgrave (Hon); 2. Dave Coupe (Hon); 3. Zoli Berenyi Jr. (Kaw); 4. Troy Ritchie (Kaw); 5 Gary Bronikowski (Hon).

35-39 NOV DIV 1: 1. Terry Huffer (Kaw); 2. Dave Simon (Kaw); 3. Gary Yearsley (Yam); 4. Brad Sloan (Hon); 5. Steve Garrison (Hon).

35-39 NOV DIV 2: 1. Kelly Franklin (Kaw); 2. Mike Halpin (KTM); 3. Craig Pippin (Suz); 4. Karl Holmberg (KTM); 5. Mark Glechl (Kaw).

35-39 NOV DIV 3: 1. Dan Fitch (Suz); 2. Jim Steinz (Hon); 3. Gary Bowden (Yam); 4. Don Pastell (Hon); 5. Mark Brooks (Suz).

35-39 INT: 1. Matt Taylor (Hon); 2. Bob Maxwell (Hon); 3. Greg Nelson (Hon); 4. Ted Devol (Yam); 5. Mark Stroup (Yam).

40-49 NOV: 1. Gary Yearsley (Yam); 2. Steve Bebech (Suz); 3. Mark Glechl (Kaw); 4. Butch Lawlason (Yam); 5. Bob Bennight (Hon).

40-49 INT: 1. Tom Lanseford (Hon); 2. George Webb (Suz); 3. Steve Fox (Hon); 4. Bill Schultz (Yam); 5. W.G. Wilson (Suz).

40-49 EX: 1. Kent Howerton (Hon); 2. Brent Wallingsford (Kaw); 3. Alan Olson (Hon); 4. Gary Jones (KTM); 5. Carl Gazafy (Hon).

50-59 INT: 1. Mr. Redwine (Hon); 2. Richard Kelley (Kaw); 3. George Spearing (Hon); 4. Terry Nichold (Hon); 5. Leroy Francard (KTM).

50-59 NOV: 1. Fred Sessions (Hon); 2. Larry Wescott (Hon); 3. Boyd Abbott (Hon); 4. Ernie Cabral (Suz); 5. Allen Bray (KTM).

50-59 EX: 1. Ken Hodgson (Hon); 2. Alan Olson (KTM); 3. Jack Kell (Hon); 4. Lars Larsson (Hon); 5. Philip Frisbie (Hon).

60+ NOV: 1. John Webb (Hon); 2. Rich Zeiler (Hon); 3. Ken Williams (Yam).

60+ INT: 1. Fred Sessions (Hon); 2. Hal Grady (Hon); 3. Bruce Cornell (Kaw); 4. Fred Parsen (Hon); 5. Norm Armstrong (Hon).

WOMEN: 1. Tami Rice (Suz); 2. Leeann Vanderpool (Hon); 3. Lydia Couch (Hon); 4. Kathy Knight (Suz); 5. Annette Terry (Suz).

DUAL SPORT NOV: 1. Ed Vitelli (Suz); 2. Bruce Anderson (Suz); 3. Jeff Spencer (KTM); 4. Chris Bergstrom (Hon); 5. Gary Bourden (KTM).

DUAL SPORT INT/EX: 1. Mike Young (ATK); 2. John Anderson (Hon); 3. David Rodriguez (Hon); 4. Eric Hjalmarson (KTM); 5. Tom Thomsen (Hon).

Sunday

25-29 NOV DIV 1: 1. Shawn Howard (Kaw); 2. Stefan Troeger (Hon); 3. Andy Kyler (Hon); 4. Paul Kellen (Yam); 5. Shawn Norfolk (Kaw).

25-29 NOV DIV 2: 1. Randy Shore (Suz); 2. John Keefer (Yam); 3. Guy Giffin (Suz); 4. Todd Broussard (Kaw); 5. Eric Hameister (Yam).

25-29 INT: 1. Loren Pochirowski (Hon); 2. Joe Merriam (Hon); 3. Jonathan Levey (Yam); 4. Ron Gilbert (Yam); 5. Ronny Huckabee (Hon).

25-29 EX: 1. Mike Young (ATK); 2. Randy Lawrence (Kaw); 3. Travis Robertson (Hon); 4. Mike Hooker (Kaw); 5. Joe Tuttobene (Hon).

30-34 NOV DIV 1: 1. Pete Jenkins (Hon); 2. Wyatt Seals (Hon); 3. Ken Wilson (Hon); 4. Frank Lowers (Hon); 5. Jim Pittman (Hon).

30-34 NOV DIV 2: 1. Alan Kissee (Hon); 2. Mike Konrad (Hon); 3. Mike Carr (Hon); 4. John Gomez (Hon); 5. Bruce Carlisle (Hon).

30-34 NOV DIV 3: 1. Daniel Bush (Hon); 2. Jim White (Kaw); 3. Ed Eckert (Yam); 4. Jeff Scott (Hon); 5. Dennis Gallagher (Yam).

30-34 NOV DIV 4: 1. Rod Robertson (Hon); 2. Rich Hinchliff (Kaw); 3. Tom Duddey Jr. (Hon); 4. Ron Coleman (Hon); 5. Nate Rauba (Kaw).

30-34 INT DIV 1: 1. David Taylor (Kaw); 2. David Sarian (Yam); 3. Gary Denton (Yam); 4. Martin Klossner (Yam); 5. Ty Swartz (Hon).

30-34 INT DIV 2: 1. Loren Pochirowski (Hon); 2. Joe Merriam (Hon); 3. Steve Fernandez (Hon); 4. Steve Piatonni (Suz); 5. Ted Devol (Yam).

30+ PRO: 1. Doug Dubach (Yam); 2. Jeff Ward (Kaw); 3. Mike Beier (Yam); 4. Greg Zitterkopf (KTM); 5. Tom Carson (Hon).

35-39 NOV DIV 1: 1. Gary Yearsley (Yam); 2. Mike Schmidt (Yam); 3. Kirk Bassett (Hon); 4. Brad Sloan (Hon); 5. Gary Bowder (Yam).

35-39 NOV DIV 2: 1. Robot Rodgers (Kaw); 2. Tim McArdle (Hon); 3. John Mitchell (Hon); 4. Terry Huffer (Kaw); 5. Pat Duncan (Kaw).

35-39 NOV DIV 3: 1. Mark Brooks (Suz); 2. John Greenway (Hon); 3. Karel Kramer (Kaw); 4. Angelo Morgan (Kaw); 5. Greg Whitfield (Hon); 6. Chris Burgeson (Hon).

35-39 NOV DIV 4: 1. Michael Halpin (KTM); 2. Roy Knight (Kaw); 3. Greg Pagan (Hon); 4. Craig Pippin (Suz); 5. Mark Glechl (Kaw).

35-39 INT: 1. Matt Tedder (Hon); 2. David Taylor (Hon); 3. Bob Maxwell (Hon); 4. David Sarian (Yam); 5. Greg Nelson (Hon).

40-49 NOV DIV 1: 1. Gery Yearsley (Yam); 2. Bret Leef (Kaw); 3. Wayne Carey (Hon); 4. Bill Blyth (Yam); 5. Bob Lucas (Kaw).

40-49 NOV DIV 2: 1. Mark Glechl (Kaw); 2. Dave Burts (Hon); 3. Butch Lawrason (Yam); 4. Jeff Morris (Hon); 5. Jim Lavorci (Kaw).

40-49 INT: 1. George Webb (Suz); 2. Mark Thomas (Hon); 3. Jeff Keeler (Hon); 4. Bill Schultz (Yam); 5. Michael David (Kaw).

40-49 EX DIV 1: 1. Kent Howerton (Hon); 2. Gary Jones (KTM); 3. Brent Wallingsford (Kaw); 4. Alan Olson (KTM); 5. Mike Marion (Yam).

40-49 EX DIV 2: 1. Mark Poindexter (Yam); 2. Carl Gazafy (Hon); 3. Ted Netti (Kaw); 4. Ray Pisarski (Hon); 5. George Kohler (Kaw).

50-59 NOV: 1. Leroy Francard (KTM); 2. Allen Bray (KTM); 3. Larry Wescott (Hon); 4. Ernie Cabral (Suz); 5. Phil Black (Hon).

50-59 INT: 1. Philip Frisbie (Hon); 2. George Spearing (Hon); 3. Mr. Redwine (Hon); 4. Steve Busnell (Hon); 5. Richard Bealer (Yam).

50-59 EX: 1. Alan Olson (Hon); 2. Rick Kelley (Kaw); 3. Ken Hodgson (Hon); 4. Jack Kell Sr. (Hon); 5. Bill Carr (Yam).

60+ NOV: 1. John Webb (Hon); 2. Ken Williams (Yam); 3. Rich Zeiler (Hon).

60+ INT: 1. Hal Grady (Hon); 2. Bruce Cornell; 3. Don McKenzie (Hon); 4. Fred Parsen (Hon); 5. Asker Larnkjaer (Suz).

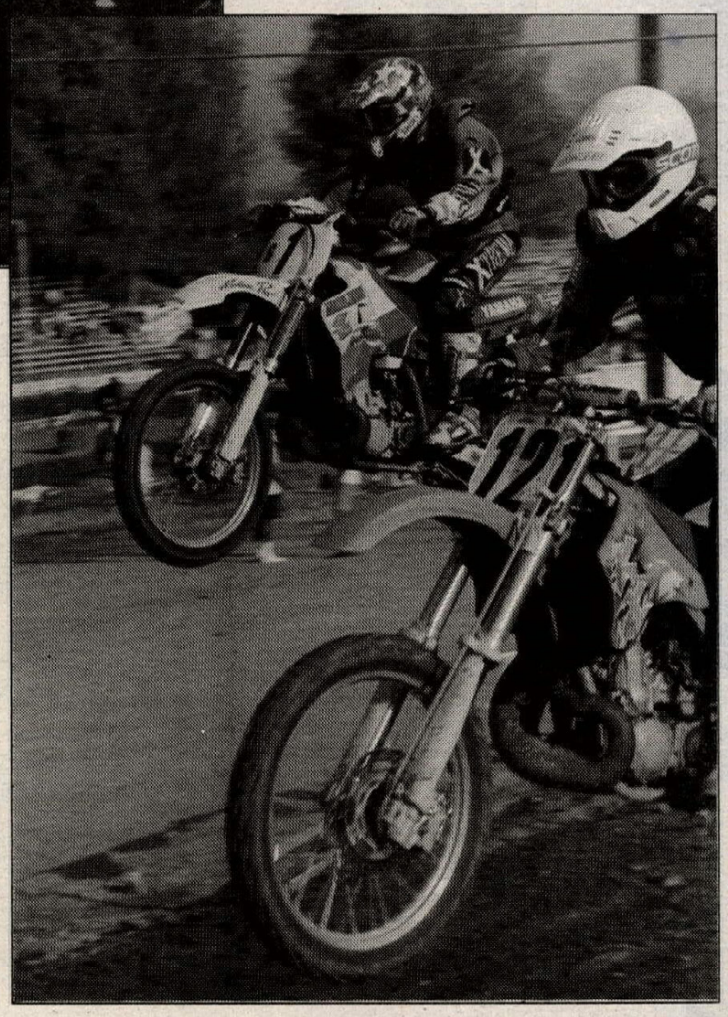
60+ EX: 1. Fred Sessions (Hon); 2. Chuck Minert (Hon); 3. Gene Hrobsky (Hon); 4. Tony Armada (Hon).

VINT NOV: 1. Frizby Sealey (Hon); 2. Ed Sims (Hon); 3. Larry Emge (Bul); 4. Jeff Wells (Suz); 5. Bill Greene (Hon).

VINT INT: 1. Ken Greene (CZ); 2. Vic Curti (Oss); 3. Charlie Beck; 4. Thomas Engelhardt (Yam).

VINT EX: 1. Tim Nash (Hus); 2. John Greenway (Hon); 3. Brad Lackey (CZ); 4. Rick Lundgren (Hus); 5. Rick Doughty (BSA).

WOMEN: 1. Leeann Vanderpool (Hon); 2. Tami Rice (Suz); 3. Kathy Knight (Suz).



(Above) Matt Tedder (11) waxed the 35- tp 39-year-old Intermediate class with start-to-finish wins in both motos. (Right) Eight-time ATV Grand National Champion Gary Denton (1) sails past Kevin Ferguson (121) en route to third in the 30- to 34-year-old Intermediate class.

Briefly...

Not bad for 15 laps: **Doug Dubach** went home $1500 richer after winning both of Sunday's Vet Pro motos. Dubach earned $500 for each moto win, plus another $500 for the overall.

Old guys have sponsors too! Pro class winner **Doug Dubach** thanked the Yamaha Motor Corporation, Pro Circuit, Scott, O'Neal, Shoei, Dunlop and Team Associated for their support. Dubach competed aboard a very potent-sounding '95 Yamaha YZ250.

They say that dirt is for growing corn and pavement is for racing, but road racer **Jason Pridmore** showed up to try his hand at motocross during Sunday's 25- to 29-year-old Novice class race. Pridmore, who is one of the nation's top contenders in the 600 and 750cc Supersport classes, finished 11th in the first moto aboard a Honda CR, but didn't show up for the start of moto two.

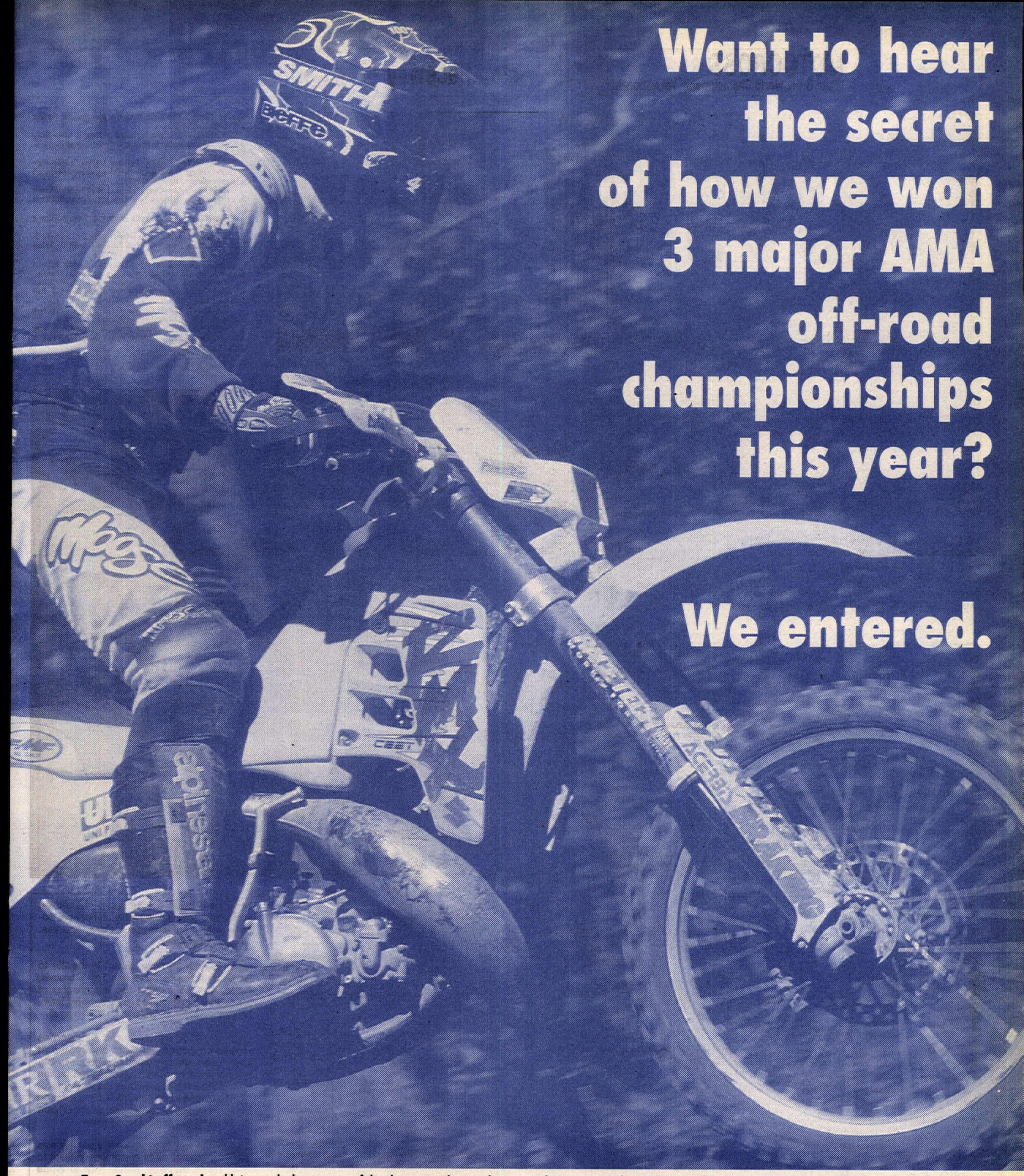
Also on hand as a competitor was mountain bike racer **Brian Lopes**. Like Pridmore, the factory Mongoose racer competed in the 25- to 29-year-old Novice class, and turned in a pair of 14th-place moto finishes for 13th overall. Lopes, a former NORBA National Dual Slalom Champion, said, "I came out with **Troy Lee!**" Lee, by the way, finished an impressive sixth in the highly competitive 30- to 34-year-old Intermediate class. And yes, his helmet was trick.

Rounding out the "star factor" in the 25- to 29-year-old Novice class was Troy's brother, **Kelly Lee**. The younger Lee is a member of the factory Yeti mountain bike downhill team, and turned in 20-12 finishes for 17th overall.

Former 125cc National and Supercross Champion **Johnny O'Mara** showed up at Glen Helen and competed aboard a Pro Circuit-prepared Honda CR250. Though he ran well inside the top five in the first moto, "O'Show" pulled off the track on the fourth lap, complaining of severe arm pump. O'Mara did not compete in the second moto.

Tom White reported that while the event was quite a success, all of the proceeds went to Glen Helen raceway, rather than to White Bros. "It's all about giving something back to the industry that supports us," he said. "It's our way of saying thanks to all of our friends and customers. We want the sport to grow, and vet class racing is really on fire."

John Uriarte was the winner of a **Pro Circuit** factory ride for the 1995 Mammoth MX. Uriarte's name was drawn out of all of the weekend's entries, and he will be furnished with a bike, parts, mechanic and gear at next summer's race.



Team Suzuki off-road couldn't even look at a piece of dirt this year without ending up on the victory stand. But when you have riders like **Rodney Smith, Steve Hatch, Randy Hawkins, and Guy Cooper**, it's not hard. You pretty much just show up. Smith won both the 1994 AMA National Reliability Enduro Championship and the 1994 AMA National Hare Scrambles Championship. Hatch captured the 1994 AMA National Enduro Championship. And all four team members took home gold from the 69th annual ISDE in Oklahoma. Of course, in order to enter all these events, you need a bike **versatile** enough for any kind of terrain. And the only place the **RMX250** isn't comfortable in is second. So the secret's out. **We enter. We win. The end.**

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HARE SCRAMBLE
AMA National Championship Hare Scramble Series

Final Round: Black Coal National

Consolation

Photos by Jim Talkington

Scott Plessinger (2) grabbed the holeshot, while Steve Hatch got a soaking. Plessinger went on to take the win.

LYNNEVILLE, IN, NOV. 6

"I hate to see it (the National Hare Scrambles Series) come to an end," said KTM's Scott Plessinger after winning the Black Coal National Hare Scrambles. "I'm on a roll."

That very well could be the understatement of the year.

Plessinger, the recently crowned Grand National Cross Country Champion, has been on a terror as of late, winning just about everything in sight. Had it not been for an ankle injury early in the off-road season, Plessinger could very well have been this year's National Hare Scrambles champ as well, instead, he had to be satisfied finishing second to Team Suzuki's Rodney Smith. And that isn't anything to be ashamed of, either.

Technically, Smith clinched the series title two rounds earlier but that didn't mean anything to Plessinger. He wanted to end the year going out on top, and did so by winning the Black Coal National Hare Scrambles, the final National HS on the AMA calendar.

But the win didn't come easily, as Team Suzuki's Steve Hatch, another rider on fire as of late, gave Plessinger a run for his money. Hatch, the newly crowned National Enduro Champion, was the early leader in the two-and-a-half-hour race, but when it was all over, Plessinger was in the all-important position at the checkered flag - first place - but not by much. Hatch crossed the finish line no less than 10 seconds behind Plessinger.

"It was a great race," said Plessinger. "I had a fun time riding with Steve; I don't get to ride with him much. We were hollering at each other, having fun. We were close but never rammed into each other or anything like that."

The final event of the year was hosted by the Kentucky Enduro Riders, and the course consisted of 9.2-mile laps, most of which had the competitors traversing on top of tall ridges on narrow trails. Much of the course was laid out on a mining area, and rain for the previous two days - and up until two hours prior to the start of the race - left the course soft and rutted out. As the race wore on, careful line-choosing would be an import factor in turning in fast laps.

Plessinger got the jump at the start of the race, but his early lead would not last for long.

"I pulled the holeshot," said Plessinger, "but I overshot a turn and Shad Rickets and Steve (Hatch) got by me. Then, my bike was running a little lean, so I had to stop and crank the air screw to richen it up a bit. That's when Randy (Hawkins) got by me."

Approximately a mile later, Plessinger reeled in and passed Hawkins, and as the race wore on, Plessinger moved in on Hatch and soon had control of second place. The two riders then began dicing back and forth for the lead.

"One lap I'd lead, the next lap he'd (Hatch) lead," said Plessinger. "We really weren't going full tilt, but we did set a good pace and pulled away from everyone else. Normally, if Rodney (Smith) and Scott (Summers) are there, we'd race all out from start to finish."

The turning point in the race came two laps from the finish.

"I was in the lead and he (Hatch) stayed right behind me," said Plessinger. "My crew gave me the two-lap sign, but Steve didn't know that (how many laps were left) so he didn't know to start pushing it. Going into the last lap, I had about 10 seconds on him and I started riding as hard as I could. It wasn't until getting the white flag did he know we had one lap left."

At this point, Plessinger looked to have the race won, that was until a lapped rider decided to start racing with the leader.

"About two miles from the finish, a lapped rider tried to race with me," said Plessinger. "I couldn't get by and I could hear Steve coming. He caught me but he went too hard into a ravine and lost the front end."

Plessinger finally got around the lapper and would take the checkered flag approximately 10 seconds ahead of Hatch. Hawkins, who pretty much ran alone in third all day, finished about a minuted behind Hatch.

Jason Dahners, aboard a Honda, finished fourth, while Team Mirage's Tom Norton had a tough time in the horsepower-robbing soft dirt on his small-bore Kawasaki.

Finishing sixth overall was Yamaha-mounted Mike Sampson, while 250cc A class winner Tim Taber, on a Honda, finished seventh. Rounding out the top 10 overall were Steve Leivan, Leigh Letellier and Open A class winner Chris Caplinger.

Shane Nalley was the top B rider, while John Hamilton topped the C class division. CN

Lynneville, Indiana
Results: November 6, 1994

O/A: 1. Scott Plessinger (KTM); 2. Steve Hatch (Suz); 3. Randy Hawkins (Suz); 4. Jason Dahners (Hon); 5. Tom Norton (Kaw); 6. Mike Sampson (Yam); 7. Tim Taber (Hon); 8. Steve Leivan (Yam); 9. Leigh Letellier (KTM); 10. Chris Caplinger (ATK); 11. Ken Yount (Yam); 12. Martin Kehlmeier (KTM); 13. Terry Gilliland (KTM); 14. Harvey Whitaker (Hon); 15. Chad Busenbark (Yam); 16. Phil Converse (ATK); 17. John Maschino (KTM); 18. Duane Conner (Yam); 19. Tom Webb (Suz); 20. Gary Adams (Yam).

200 A: 1. Criag Hayes (Hus); 2. Mike Unger (Kaw); 3. Carey Parlin (Yam); 4. Ryan Moss (Kaw); 5. Tim Jackson (Hon).

250 A: 1. Tim Taber (Hon); 2. Ken Yount (Yam); 3. Chad Busenbark (Yam); 4. Mark Kendall (Yam); 5. Jeff Lappe (KTM).

OPEN A: 1. Chris Caplinger (ATK); 2. Phil Converse (ATK); 3. Richard Bryan (KTM); 4. Bill Cavanagh (Kaw); 5. Mike Sanders (KTM).

VET A: 1. Gary Adams (Yam); 2. Dallas Mayer (Yam); 3. Ricky Horton (Yam); 4. Robert Kirchner (Hon); 5. Brent Dillman (Hon).

SR A: 1. Tom Webb (Suz); 2. Rick Kent (Suz); 3. George Lawson (Kaw); 4. Lon Walters (Kaw).

S/SR A: 1. Everett Shinault (Hon); 2. Wade Summers (Hon); 3. Willard Root (ATK); 4. Ted Kilvington (Kaw).

4/STK A: 1. Harvey Whitaker (Hon); 2. James Smith (Hon); 3. Lorenz Wilkinson (Suz); 4. Charles Dailer (Hon).

200 B: 1. Marty Stinenett (Kaw); 2. Jeff Titzer (Suz); 3. Mike Vandiver (Kaw); 4. Loren Ridge (Kaw); 5. Jason Stegall (Hon).

250 B: 1. Shane Nalley (Kaw); 2. Leonard Harris (Hon); 3. Jeff Note (Kaw); 4. John Harris (Suz); 5. Sid Turpin (Yam).

OPEN B: 1. Ross Logan (Hon); 2. Wes McKinney (Kaw); 3. Robert Lich (Kaw); 4. Danny Huff (Hus); 5. Kevin Kasey (Hon).

SR B: 1. Ronnie Hackett (Suz); 2. Brad Renshaw (Yam); 3. David Scottow (KTM); 4. Jim Yount (Hon); 5. Don Rye (Hon).

4/STK B: 1. Billy Proffitt (Hon); 2. Phil Barker (Hon); 3. Chris Sloan (Hbg); 4. Mark Schmidt (Hon); 5. Andy Hardin (Hus).

BUDDY: 1. M. Hosbach/R. Thurley (KTM); 2. A. Boze/A. Staples (Yam); 3. J. McIntire/B. Whittaker (Hon); 4. S. Hesler/Q. Hall (Hon); 5. L. Lankutis/H. Gerdes (Hon).

C: 1. John Hamilton (Yam); 2. Dan Smith (KTM); 3. David Lankford (Hus); 4. Chas Lankford (Hus); 5. Chris Donald (Suz).

AMA NATIONAL CHAMPIONSHIP HARE SCRAMBLES SERIES FINAL STANDINGS (Best 7 of 9 rounds count): 1. Rodney Smith (190/3 wins); 2. Tom Norton (149); 3. Scott Plessinger (131/3); 4. Scott Summers (97/1); 5. Jason Dahners (97); 6. Eric Mashbir (89); 7. Randy Hawkins (67); 8. Leigh Letellier (46); 9. Steve Leivan (43); 10. Steve Hatch (32).

(Above) Steve Hatch led much of the race and gave Plessinger a scare near the end. Hatch ended up finishing a close second.
(Left) Randy Hawkins had an uneventful ride, finishing third overall.
(Below) Team Mirage's Tom Norton screamed his small-bore Kawasaki to fourth overall.

LEADERBOARD

1994 Championship point standings

RICH OLIVER

ROAD RACING

500cc WORLD CHAMPIONSHIP (After 14 of 14 rounds)

1. Michael Doohan (Hon), AUSTRALIA	(317/9 wins)
2. Luca Cadalora (Yam), ITALY	(174/2 wins)
3. John Kocinski (Cag), MODESTO, CA	(172/1 win)
4. Kevin Schwantz (Suz), AUSTIN, TX	(169/2 wins)
5. Alberto Puig (Hon), SPAIN	(152)
6. Alex Criville (Hon), SPAIN	(144)
7. Shinichi Itoh (Hon), JAPAN	(141)
8. Alex Barros (Suz), BRAZIL	(134)
9. Doug Chandler (Cag), SALINAS, CA	(96)
10. Niall Mackenzie (Yam), SCOTLAND	(69)

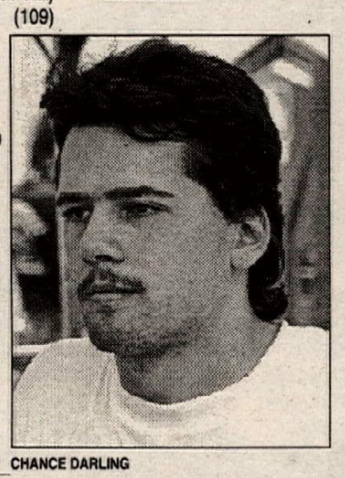
250cc WORLD CHAMPIONSHIP (After 14 of 14 rounds)

1. Max Biaggi (Apr), ITALY	(234/5 wins)
2. Tadayuki Okada (Hon), JAPAN	(214/2 wins)
3. Loris Capirossi (Hon), ITALY	(199/4 wins)
4. Doriano Romboni (Hon), ITALY	(170/1 win)
5. Ralf Waldmann (Hon), GERMANY	(156)
6. J.P. Ruggia (Apr), FRANCE	(149/1 win)
7. Tetsuya Harada (Yam), JAPAN	(109)
8. Jean-Michel Bayle (Apr), FRANCE	(105)
9. Luis d'Antin (Hon), SPAIN	(100)
10. Nobuatsu Aoki (Hon), JAPAN	(95)

125cc WORLD CHAMPIONSHIP (After 14 of 14 rounds)

1. Kazuto Sakata (Apr), JAPAN	(224/3 wins)
2. Noboru Ueda (Hon), JAPAN	(194/3 wins)
3. Takeshi Tsujimura (Hon), JAPAN	(190/4 wins)
4. Dirk Raudies (Hon), GERMANY	(162/3 wins)
5. Peter Oettl (Hon), GERMANY	(160)
6. Jorge Martinez (Yam), SPAIN	(135/1 win)
7. Stefano Perugini (Apr), ITALY	(106)
8. Masaki Tokudome (Hon), JAPAN	(87)
9. Oliver Petrucciani (Apr), ITALY	(74)
10. Herri Torrontegui (Apr), SPAIN	(73)

DIRT TRACK



CHANCE DARLING

AMA GRAND NATIONAL CHAMPIONSHIP SERIES
(After 22 of 22 rounds)

1.Scott Parker (H-D), SWARTZ CREEK, MI	(292/8 wins)
2. Chris Carr (H-D), VALLEY SPRINGS, CA	(289/5 wins)
3. Steve Morehead (H-D), FINDLAY, OH	(232/3 wins)
4. Will Davis (Hon), GOLDSHBORO, NC	(175/2 wins)
5. Rodney Farris (H-D), WINCHESTER, VA	(164)
6. Ronnie Jones (Hon), OKLAHOMA CITY, OK	(135/1 win)
7. Aaron Hill (H-D), STOCKTON, CA	(115)
8. Kevin Atherton (H-D), WHITE PIGEON, MI	(105)
9. Brett Landes (Hon), LOS GATOS, CA	(87)
10. Dave Camlin (H-D), ROCK ISLAND, IL	(81/1 win)

AMA/HARLEY-DAVIDSON 883 NATIONAL CHAMPIONSHIP SERIES
(After 15 of 15 rounds)

1. Scott Stump, MARION, OH	(173/5 wins)
2. Jay Springsteen, LAPEER, MI	(135/2 wins)
3. Jason Fletcher, GAYLORSVILLE, CT	(125/1 win)
4. James Hart, CENTRALIA, IL	(118)
5. Matt Wait, MODESTO, CA	(111)
6. Doug Beattie, CANADA	(87/1 win)
7. Georgie Price, SICKLERVILLE, NJ	(84/1 win)
8. Steve Aseltine, PALMER LAKE, CO	(78/1 win)
9. Ben Bostrum, BRISBANE, CA	(71)
10. Tommy Colson, BELOIT, WI	(57)

WORLD SUPERBIKE CHAMPIONSHIP (After 11 of 11 rds.)

1. Carl Fogarty (Duc), ENGLAND	(305/10 wins)
2. Scott Russell (Kaw), ATLANTA, GA	(280/9 wins)
3. Aaron Slight (Hon), NEW ZEALAND	(277)
4. Doug Polen (Hon), DENTON, TX	(158)
5. Simon Crafar (Hon), NEW ZEALAND	(153)
6. Andreas Meklau (Duc), AUSTRIA	(148)
7. Jamie Whitham (Duc), ENGLAND	(126/1 win)
8. Piergiorgio Bontempi (Kaw), ITALY	(116)
9. Fabrizio Pirovano (Duc), ITALY	(111)
10. Terry Rymer (Kaw), ENGLAND	(106)

AMA U.S. SUPERBIKE NAT'L C'SHIP (After 10 of 10 rounds)

1. Troy Corser (Duc), AUSTRALIA	(273/3 wins)
2. Jamie James (Yam), ASHEVILLE, NC	(272)
3. Takahiro Sohwa (Kaw), JAPAN	(251)
4. Pascal Picotte (Duc), CANADA	(245/2 wins)
5. Colin Edwards II (Yam), CONROE, TX	(239/3 wins)
6. Steve Crevier (Kaw), CANADA	(235)
7. Dale Quarterley (Kaw), WESTFIELD, MA	(219)
8. Mike Smith (Hon), ROSWELL, GA	(181)
9. Thomas Stevens (Suz), SANIBEL ISLAND, FL	(166)
10. Fred Merkel (Kaw), STOCKTON, CA	(152)

AMA 250cc GRAND PRIX SERIES (After 10 of 10 rounds)

1. Rich Oliver (Yam), FRESNO, CA	(321/8 wins)
2. Chuck Sorensen (Yam), LIVERMORE, CA	(257/1 win)
3. Nick Ienatsch (Yam), LOS ANGELES, CA	(251)
4. Al Salaverria (Yam), SAN FRANCISO, CA	(239)
5. Danny Walker (Yam), DENVER, CO	(216)
6. Chris D'Aluisio (Apr), BETHEL, CT	(194)
7. Mike Sullivan (Yam), CENTRALIA, WA	(193)
8. Jason Paden (Yam), VALLEJO, CA	(181)
9. Christopher Rankin (Yam), AUSTIN, TX	(174)
10. Jon Cornwell (Yam), CANADA	(159)

AMA/CCS 600cc SUPERSPORT SERIES (After 10 of 10 mds)

1. Jamie James (Yam), ASHEVILLE, NC	(315/4 wins)
2. Mike Smith (Hon), ROSWELL, GA	(297/6 wins)
3. Steve Crevier (Kaw), CANADA	(287)
4. Mike Hale (Hon), CARROLLTON, TX	(262)
5. Gerald Rothman Jr. (Kaw), MANCHESTER, CT	(234)
6. Jason Pridmore (Yam), VENTURA, CA	(216)
7. Robert Wright (Hon), SANDY, UT	(165)
8. Randy Renfrow (Hon), FREDRICKSBURG, VA	(159)
9. Owen Weichel (Yam), CANADA	(148)
10. Jamie Bowman (Hon), TEQUESTA, FL	(143)

AMA/CCS 750cc SUPERSPORT SERIES (After 10 of 10 mds)

1. Tom Kipp (Suz), MENTOR, OH	(308/5 wins)
2. Britt Turkington (Suz), MCCALLEN, TX	(284/2 wins)
3. Jason Pridmore (Yam), VENTURA, CA	(264)
4. James Randolph (Suz), SANTA ROSA, CA	(256/1 win)
5. Gerald Rothman, Jr. (Kaw), MANCHESTER, CT	(236/1 win)
6. Aaron Yates (Suz), MILLEDGEVILLE, GA	(206)
7. Thomas Wilson (Yam), OREGON, OH	(203)
8. Fred Merkel (Kaw), STOCKTON, CA	(189/1 win)
9. Dean Mizdal (Yam), ARLINGTON HEIGHTS, IL	(156)
10. Anthony Lupo (Suz), SAN RAFAEL, CA	(131)

AMA/CCS H-D TWIN SPORT SERIES (After 10 of 10 rounds)

1. Shawn Higbee (H-D), JAMESTOWN, NY	(304/4 wins)
2. Scott Zampach (H-D), MILWAUKEE, WI	(283/3 wins)
3. Billy Graef (H-D), SHEBOYGAN, WI	(260)
4. Ronald McGill (H-D), DEVON, PA	(227)
5. Shawn McNary (H-D), CLEARWATER, FL	(218)
6. Matt Wait (H-D), MODESTO, CA	(205)
7. Aaron Yates (H-D), MILLEDGEVILLE, GA	(204/3 wins)
8. Chuck Blackmon (H-D), GREENWOOD, SC	(203)
9. Brian Kohl (H-D), STRASBURG, OH	(202)
10. Andy Fenwick (H-D), NEENHAH, WI	(169)

MIKE METZGER

MOTOCROSS

AMA/CAMEL 250cc SX SERIES (After 15 of 15 rounds)

1. Jeremy McGrath (Hon), MURRIETA, CA	(335/9 wins)
2. Mike LaRocco (Kaw), SOUTH BEND, IN	(287/3 wins)
3. Mike Kiedrowski (Kaw), CANYON COUNTRY, CA	(271/2 wins)
4. Jeff Emig (Yam), RIVERSIDE, CA	(224)
5. Steve Lamson (Hon), POLLACK PINES, CA	(214)
6. Jeff Stanton (Hon), SHERWOOD, MI	(208)
7. Doug Henry (Hon), OXFORD, CT	(203)
8. Larry Ward (Yam), FLORENCE, SC	(200)
9. Brian Swink (Suz), REDDICK, FL	(182)
10. Michael Craig (Yam), LAKESIDE, CA	(176/1 win)

AMA WESTERN REGIONAL 125cc SUPERCROSS SERIES
(After 8 of 8 rounds)

1. Damon Huffman (Suz), SAUGUS, CA	(176/2 wins)
2. Pedro Gonzalez (Kaw), LOS ANGELES, CA	(134/1 win)
3. Craig Decker (Hon), PALM DESERT, CA	(134)
4. Ryan Hughes (Kaw), ESCONDIDO, CA	(117/3 wins)
5. David Pingree (Hon), SCOTTSDALE, AZ	(72)
6. James Dobb (Kaw), CORONA, CA	(70)
7. Tony Graves (Hon), CRESWELL, OR	(58)
8. Cory Keeney (Kaw), POMONA, CA	(54)
9. Travis Hodges (Kaw), LAS CRUCES, NM	(46)
10. Jefferey Pestana (Hon), MONTEREY, CA	(45)

AMA EASTERN REGIONAL 125cc SUPERCROSS SERIES
(After 10 of 10 rounds)

1. Ezra Lusk (Suz), BAINBRIDGE, GA	(231/5 wins)
2. Jimmy Button (Suz), CORNING, NY	(219/3 wins)
3. Tim Ferry (Hon), W. PALM BEACH, FL	(176)
4. Mike Brown (Hon), GRAY, TN	(155/1 win)
5. Chad Pederson (Yam), FORT DODGE, IA	(145)
6. Robbie Reynard (Kaw), MOORE, OK	(119)
7. John Dowd (Yam), CHICOPEE, MA	(111)
8. Barry Carsten (Suz), BAYVILLE, NJ	(81)
9. Davey Yezek (Hon), MT. PLEASANT, PA	(74)
Jeff Dement (Yam), HUMBLE, TX	(74)

AMA NATIONAL CHAMPIONSHIP 250cc MX SERIES
(After 12 of 12 rounds)

1. Mike LaRocco (Kaw), SOUTH BEND, IN	(552/7 wins)
2. John Dowd (Yam), CHICOPEE, MA	(402/2 wins)
3. Jeremy McGrath (Hon), MURIETTA, CA	(393)
4. Mike Kiedrowski (Kaw), ACTON, CA	(305/3 wins)
5. Brian Swink (Suz), REDDICK, FL	(299)
6. Jeff Stanton (Hon), SHERWOOD, MI	(296)
7. Kyle Lewis (Yam), ROSAMOND, CA	(292)
8. Jimmy Button (Suz), CORNING, NY	(282)
9. Larry Ward (Yam), FLORENCE, SC	(260)
10. Larry Brooks (Yam), EL CAJON, CA	(210)

AMA NATIONAL CHAMPIONSHIP 125cc MX SERIES
(After 12 of 12 rounds)

1. Doug Henry (Hon), OXFORD, CT	(463/3 wins)
2. Steve Lamson (Hon), POLLOCK PINES, CA	(442/2 wins)
3. Ryan Hughes (Kaw), ESCONDIDO, CA	(435/2 wins)
4. Damon Huffman (Suz), SAUGUS, CA	(412/2 wins)
5. Jeff Emig (Yam), RIVERSIDE, CA	(368/2 wins)
6. James Dobb (Kaw), CORONA, CA	(315)
7. Robbie Reynard (Kaw), MOORE, OK	(272/1 win)
8. Tim Ferry (Hon), WEST PALM BEACH, FL	(253)
9. Denny Stephenson (Suz), LINCOLN, NE	(229)
10. Craig Decker (Hon), PALM DESERT, CA	(226)

WORLD CHAMPIONSHIP 125cc MX SERIES
(After 11 of 11 rounds)

1. Bob Moore (Yam), COSTA MESA, CA	(264/6 wins)
2. Alessio Chiodi (Hon), ITALY	(316/3 wins)
3. Pedro Tragter (Suz), HOLLAND	(264)
4. Dave Strijbos (Suz), HOLLAND	(199/1 win)
5. Peter Beirer (Suz), GERMANY	(181)
6. Mickael Pichon (Hon), FRANCE	(169/1 win)
7. Frederic Vialle(Kaw), FRANCE	(163)
8. Mauro Dal'Lago (Suz), ITALY	(144)
9. Bader Manneh (Suz), SAN DIEGO, CA	(137)
10. Massimo Bartolini (TM), ITALY	(121)

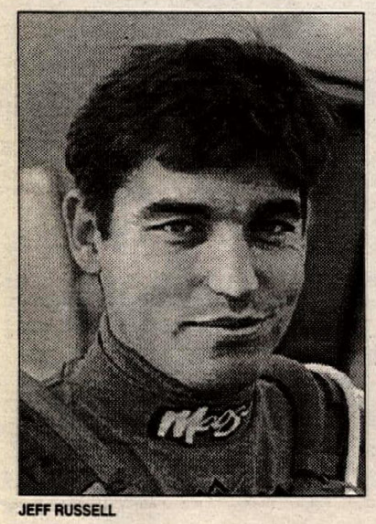
WORLD CHAMPIONSHIP 250cc MX SERIES
(After 15 of 15 rounds)

1. Greg Albertyn (Suz), SOUTH AFRICA	(403/2 wins)
2. Stefan Everts (Kaw), BELGIUM	(392/5 wins)
3. Yves Demaria (Hon), FRANCE	(267/6 wins)
4. Marnicq Bervoets (Suz), BELGIUM	(310)
5. Kurt Nicoll (Hon), GREAT BRITAIN	(289/1 win)
6. Werner DeWit (Suz), BELGIUM	(208)
7. Donny Schmit (Yam), RAMSEY, MN	(204/1 win)
8. Tallon Vohland (Hon), SACRAMENTO, CA	(199)
9. Frederic Bolley (Yam), FRANCE	(145)
10. Trampas Parker (KTM), SHREVEPORT, LA	(142)

WORLD CHAMPIONSHIP 500cc MX SERIES
(After 12 of 12 rounds)

1. Marcus Hansson (Hon), SWEDEN	(328/4 wins)
2. Jacky Martens (Hus), BELGIUM	(321/3 wins)
3. Joel Smets (Ver), BELGIUM	(299/2 wins)
4. Gert Jan Van Doorn (Hon), HOLLAND	(177/1 win)
5. Billy Liles (Hon), ATLANTA, GA	(161/1 win)
6. Ronny Weustenraed (Hon), BELGIUM	(160)
7. Danny Theybers (Hon), BELGIUM	(139)
8. Mervyn Anstie (Hon), GREAT BRITAIN	(135/1 win)
9. Peter Dirkx (Hon), GERMANY	(131)
10. Franco Rossi (Hon), ITALY	(93)

OFF-ROAD



JEFF RUSSELL

AMA NATIONAL CHAMPIONSHIP HARE SCRAMBLES SERIES
(After 7 of 9 rounds - best 7 finishes count toward c'ship)

1. Rodney Smith (Suz), OAKLEY, CA	(178/3 wins)
2. Thomas Norton (Kaw), NORFOLK, MA	(142)
3. Scott Summers (Hon), PETERSBURG, KY	(97/1 win)
4. Eric Mashbir (Hus), OAKLAND, CA	(81)
5. Scott Plessinger (KTM), HAMILTON, OH	(71/1 win)
6. Jason Dahriers (Hon), REDMOND, WA	(64)
7. Randy Hawkins (Suz), TRAVELER'S REST, SC	(46/1 win)
8. Ron Naylor (ATK), REDDING, CA	(39)
9. Leigh Letellier (KTM), KANSAS CITY, KS	(35)
10. Patrick Garrahan (Kaw), BOULDER CREEK, CA	(35)

AMA NATIONAL CHAMPIONSHIP ENDURO SERIES
(After 8 of 9 rounds - best 7 finishes count toward c'ship)

1. Steve Hatch (Suz), ITHACA, NY	(196/3 wins)
2. Kevin Hines (CRE), WESTON, MA	(179/3 wins)
3. Randy Hawkins (Suz), TRAVELERS REST, SC	(154/1 win)
4. Jeff Russell (KTM), MORGANTOWN, WV	(115)
5. Kelby Pepper (Kaw), CENTER, CO	(108)
6. Matt Stavish (KTM), SLAINE, MN	(78)
7.Terry Cunningham (Yam), ATHENS, OH	(74)
8. Ty Davis (Kaw), HESPERIA, CA	(67/1 win)
9. Alan Randt (KTM), LANSING, MI	(66)
10. Danny Hamel (Kaw), BOULDER CITY, NV	(50)

AMA NATIONAL CHAMPIONSHIP OBSERVED TRIALS SERIES
(After 8 of 8 rounds)

1. Geoff Aaron (Bet), WEST REDDING, CT	(241/4)
2. Ryan Young (G-G), WILLIAMSPORT, PA	(223/4)
3. Raymond Peters (Apr), BEAVER DAMS, NY	(172)
4. Jess Kempkes (G-G), LINCOLN, NE	(160)
5. Lonny Hallsted, TIGARD, OR	(139/1)
6. Matthew Moore, SAPULPA, OK	(125)
7. Ronald Commo Jr. (Bet), VERGENNES, VT	(93)
8. John Clark (Mon), HUNTSVILLE, AL	(91)
9. Brian Nagengast (Bet), E. BERNE, NY	(86)
10. Olivier Clamagirand (Fan), WHITTIER, CA	(86)

AMA NATIONAL C'SHIP RELIABILITY ENDURO SERIES
(After 8 of 8 rounds)

1. Rodney Smith (Suz), OAKLEY, CA	(166/4 wins)
2. Randy Hawkins (Suz), TRAVELERS REST, SC	(136/2 wins)
3. Ty Davis (Kaw), HESPERIA, CA	(94/1 win)
4. Danny Hamel (Kaw), BOULDER CITY, NV	(91/1 win)
5. David Rhodes (Kaw), RENTON, WA	(78)
6. Fred Hoess (Hus), STANHOPE, NJ	(67)
7. Davide Trolli (Kaw), HESPERIA, CA	(65)
8. Chris Smith (Hon), STANHOPE, NJ	(60)
9. Guy Cooper (Suz), STILLWATER, OK	(56)
10. Duane Conner (Yam), WASHINGTON, PA	(51)

AMA NATIONAL C'SHIP HARE & HOUND SERIES
(After 5 of 6 rounds - best 4 finishes count toward c'ship)

1. Danny Hamel (Kaw), BOULDER CITY, NV	(120/4 wins)
2. Ty Davis (Kaw), HESPERIA, CA	(117/1 win)
3. Dan Richardson (Hon), HUNTINGTON BEACH, CA	(104)
4. Greg Zitterkopf (KTM), CHINO, CA	(71)
5. Destry Abbott (KTM), GLENDALE, AZ	(57)
6. David Ondas (Kaw), HUNTINGTON BEACH, CA	(50)
7. Jeff Capt (Hon), GLENDORA, CA	(46)
8. Davide Trolli (Kaw), HESPERIA, CA	(45)
9. Todd Hoy (KTM), RANCHO PALOS VERDES, CA	(39)
10. James Gray (KTM), GUNNISON, CO	(34)

GRAND NATIONAL CROSS COUNTRY C'SHIP SERIES
(After 9 of 12 rounds - best 9 finishes count toward c'ship)

1. Fred Andrews (Yam), SALEM, OH	(158)
2. Scott Plessinger (KTM), HAMILTON, OH	(148)
3. Thomas Norton (Kaw), NORFOLK, MA	(138)
4. Scott Summers (Hon), PETERSBURG, KY	(115)
5. Gene O'Nail (Kaw)	(109)
6. Tom Carson (Hon)	(87)
7. Tim Shephard (Yam), HAMILTON, OH	(85)
8. Scott Phelps, (Yam), PETERSBURG, KY	(82)
9. Doug Blackwell (Kaw), WASHINGTON, WV	(76)
10. Duane Conner (Hus)	(53)

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Just one piece of advice to the winners: **Don't spend it all in one place**. Unless you're investing in a '95 GSX-R, now available at your local Suzuki dealer.

Congratulations to all the partygoers. We hope you can **make it** next year. If you're good, we might even let you clean up again.

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INTERVIEW | Pro Circuit's Mitch Payton

Twist of fate

By Donn Maeda

Take a look at the machines that fill the starting gate at any local motocross track, and chances are that you'll see more than just a few of them equipped with aftermarket exhaust pipes. And chances are even better that many of them will be from Pro Circuit, the Southern California hop-up business that has in less than 10 years become what is arguably the industry's most successful shop.

With numerous supercross and National MX titles to their credit, there's no doubt that Pro Circuit has a great deal of name recognition. Ricky Johnson, Jeff Ward, Broc Glover, Jeff Stanton and many, many more have used Pro Circuit products at one time or another during their careers.

But where did Pro Circuit come from? The shop seemed to enjoy overnight success in the mid to late 80s, but the story of the business and the man behind it is quite an interesting one. Mitch Payton is the owner and founder of Pro Circuit. He is paralyzed from the waist down, and relies on a wheelchair to get around. Before he was injured, though, Payton was an up-and-coming desert racer with high hopes for an illustrious racing career. But his plans were dashed at the tender age of 16 after a racing accident, and Payton was forced to deal with a change in not only his lifestyle, but in his goals as well. Rather than sinking into the deep depression that haunts many new paraplegics, Payton set a goal for himself, and now - 17 years later - he finally feels that he has accomplished it.

DESERT HOT SHOE

Payton's rise in the desert racing world was a relatively quick one. After throwing a leg over his first minibike at the age of seven, Payton competed in his first race when he was 12. Though he dabbled in motocross and enduros, his true love was the high speeds of the open desert, and it was in the desert that he began to make a name for himself. At 15, Payton was already one of the fastest racers in the desert - capturing the District 37 125cc Championship in 1976 - but it wasn't until he reached the minimum age of 16 that he began to shake up the results at the bigger SCORE events. During his first year in the "big leagues," Payton racked up class wins in the Parker 400 and Baja 500, and had his eyes and hopes set on the biggie - the Baja 1000. Known as the race to win, Payton's excitement about the 1000 escalated when he was informed by the higher-ups at Husqvarna that he might be teamed with Larry Roeseler. Even then, Roeseler was a legend.

But Payton never got the chance to be on the Baja 1000 Dream Team, as a seemingly harmless crash in the Shamrock Hare and Hound would change his life forever. "It was only a small race at California City," said Payton, remembering that fateful day. "I was really stoked, because I was starting on the seventh row with the other 125s. It was a timed event, and since I wasn't starting too far back, I figured that I had a chance at the overall, even though Roeseler was starting on the first row."

Before the start, Payton received words of encouragement from a former competitor, Mitch Mayes. "Mitch was really fast, but he got paralyzed earlier in a crash," said Payton. "He still liked to come to the races, and I remember him being really excited about my chances of winning the overall."

The race started out well for Payton; at the halfway point he had worked up to eighth overall, and third on actual time. Things looked good, but an extremely steep downhill proved to be his downfall.

"There was this hill that the rider's packet warned us about, it said that you would have to walk down it," Payton said. "But Larry rode down it, so I figured that I could, too. It was steep - man was it steep. Anyway, I started down it and fell off, but I got up and kept riding. I fell off again, but still, I got up and rode again. I remember leaning way back and sliding down the hill, when I saw a front fender in the corner of my eye. I thought, 'Oh crap, I better get going.' Just then, I hit a rock with my front tire and went over the bars into these big rocks down below.

"The next thing I remember was that my elbow was bleeding and I had the wind knocked out of me. It felt like my knees were bent up and touching my chest, but then I looked and my legs were straight. 'Something's wrong,' I thought. 'Oh no.' The first thing I thought about was Mitch Mayes. I couldn't believe it. It was such a simple crash. I'd had some crashes where I was going so fast that I didn't stop tumbling for 30 seconds."

Payton was airlifted to the hospital, where he stayed for three months. He was released shortly before Christmas. Unlike many new paraplegics, Payton made the adjustment to his new way of life rather smoothly.

"Oh, it was tough, but I made a promise to myself when I was on the stretcher getting put in the helicopter," Payton said. "Being good friends with Mitch Mayes, I saw what he went through and what he put his family through when he got hurt. So there I was - my mom was telling me that everything would be okay and trying to comfort me, and then there's my dad. My dad's the meanest, toughest guy in the world, and he's standing there crying. Right then, I promised myself that I would never put them through that."

A NEW WAY OF LIFE

"Sure it sucks," said Payton of the loss of movement in his legs. "The simplest things become a complete struggle. You really take things for granted. You put your pants on in 10 seconds, but it takes me three to four minutes. Everything can still be done, it's just that everything's harder. You know - like when your chick puts the Oreo Cookies on the top shelf. You end up beating them down with a broom handle."

"I was really lucky to know Mitch Mayes. Having gone through the same thing, he helped me deal with it," said Payton. "Mickey Thompson also came to see me in the hospital. He was in a bad boat accident and got paralyzed too, but he was up and walking around." Still, Payton seemed to accept the fact that his condition was permanent, right from the start. Soon after his accident, the 16-year-old began to set goals for himself.

"Everything had just changed," he said. "Before the crash, my goals were simple and short term. I was gonna do the 1000 with Larry, win some races, do a bunch of chicks, maybe buy a new mini truck that summer - now everything was different. I had always been pretty good in school - my goals were to get B's and C's without doing any homework. My brother was really smart, and after I got hurt I decided to try and get all A's on my last report card."

Thanks to a home tutoring program, Payton completed his last semester at home and he did, indeed, graduate with straight A's in his final semester.

After graduation, Payton realized that he still wanted to be involved in the motorcycle industry. "I wanted to stay inside, somehow," said Payton. "So here I was, a 17-year-old kid, looking through the *Cycle News* classifieds and calling guys who wanted to sell their shops.

"When I was racing, I was sponsored by a small shop - Anaheim Sport Cycle. When I got hurt, the owner got all bummed out. He also sponsored a motocross racer, and only a couple weeks after I got hurt, that guy broke both of his wrists. Then he got even more bummed and sold his shop to a guy who renamed it Triple A Cycle."

Only one year later, in 1978, the new owner phoned Payton and offered to sell the business. Apparently, the shop wasn't making any money, and he was anxious to get out. "I had saved $6000, and my parents took a second mortgage on their house to loan me the rest," explained Payton. "So here I was - 17 years old and the owner of a shop. I had a $123 a month van payment, a $308 a month payment on the shop, and I would take out $50 a week to live off of."

Payton renamed the shop Anaheim Husqvarna. Thanks to his fame in desert racing circles, Payton's business did well enough to survive. Payton's close friend Goat Breker - then a factory Husqvarna racer - would work on his bike in Payton's shop, attracting throngs of googly-eyed fans.

BRANCHING OUT

"The 125 Huskys were really slow," said Payton. "I remembered riding a bike modified by Harry Klemm at DG, and it was a lot faster than my factory racer. I called him up and asked if he would be interested in working for me."

Tired of DG, Klemm made the jump and began to modify Husky 125s under the Anaheim Husqvarna banner. After a while, Payton decided that he too should learn how to make a motor faster, but found little help from Klemm. The old master had no interest in teaching his art to Payton.

"I went to the library and got a book, 'The 2-Stroke Tuner's Handbook,'" said Payton. "Then I got a new 125cc motor. 'This thing is gonna be so fast, it's gonna blow their minds,' I thought. That engine was going to be my hobby. I totally hacked out that motor. They blew up and I made a zillion mistakes - things that I laugh at other guys for now." But eventually, Payton began to learn, and his engine modifications began to gain as much respect as Klemm's. Over the years, a motley crew of employees assembled at Anaheim Husqvarna, which slowly, but surely, began to gain a name for their engine and suspension hop-ups.

"Pretty soon, we were doing well with our pipes and stuff, but we were concerned that other Husky shops wouldn't stock 'Anaheim Husqvarna' pipes," Payton said. "So we had to come up with another name, and that's when we came up with Pro Circuit Products in 1980."

For five years, Payton continued to divide his time between Anaheim Husqvarna and Pro Circuit Products. In 1985, Payton made the decision to sell the dealership and concentrate solely on Pro Circuit. "My mom was doing all of our bookkeeping, and she figured out that we were making money with Pro Circuit and losing money with the shop."

EXPANDING

"Our first shop was 2000 square feet," said Payton. "We used to say, 'Man, there's no way we'll need all this space.'"

Little did they know.

Payton looks back at 1984 as the company's "breakthrough" year. Former Team Honda tuner Paul Turner offered Payton a Honda CR250 pipe design.

"He said that it worked pretty good, and if we wanted to produce it, all we had to do was pay him a royalty," said Payton. "It turned out being really good, and in 1985, Bob Hannah used it. Brian Lunniss was his Honda mechanic, and Brian was also my old Scott USA rep when I was racing. He believed in me and got Bob to try the pipe."

That same year, a youngster by the name of Ricky Johnson approached Payton for help. Though Johnson was a factory Yamaha rider, he had signed to ride with Team Honda in the '86 season. Yamaha execs were disgruntled, and refused to provide Johnson with a bike for the final race of the season. Bound by contract to race a Yamaha if he were to race at all, Johnson recruited Pro Circuit to build a Yamaha YZ250 for him to race at the L.A. Coliseum. Though Johnson failed to win the race, he was impressed enough by the performance of the machine to return to Payton and his boys when the new season rolled along.

"RJ used one of our pipes on his Honda throughout the Golden State Series, and liked it so much that he talked Honda into letting him race the whole supercross series with it," Payton said. "That was the first year of the production rule, so that helped us out a lot. Honda was the first factory to use Pro Circuit products."

The first, but not the only.

The Yamaha factory approached Payton only days before the opening supercross, with quite an order to fill. Apparently, Broc Glover had snuck in a ride aboard Pro Circuit employee Alley Semar's personal YZ, and was convinced that it performed better than his factory bike.

"The Yamaha guys called me the Thursday before a race, and asked me if we could port eight barrels for them - that day!" said Payton. "I said, 'Sure, but can I charge you?' Then, all of a sudden stuff started going bonkers. It was like we were some secret weapon or something."

Johnson went on to win the '86 Supercross Championship using a Pro Circuit pipe, and in '87 Kawasaki's Jeff Ward nabbed the title with a Pro Circuit pipe. Johnson regained the title in '88, with - you guessed it - a Pro Circuit pipe.

"We won the supercross title during the first three years that the production rule was in effect," said Payton. "We crack up on that all the time. It was like a dream or something."

In 1987, Pro Circuit found itself too big for the old building, and moved into a huge 8500-square-foot facility. Once again, Payton thought that there was "no way" he could use all of that room, but now - in 1994 - Pro Circuit finds itself needing a larger building.

"We're running out of room again," said Payton. "As it is, our pipe shop and race shop are in different buildings. We need to get everything under one roof again. It's quite a thought to look back at Anaheim Husky where we had a small building and one employee other than myself. Now we have 35 employees."

So what active role does Payton still play?

"I still design every pipe that we sell, and I still come up with most of the engine specs," he said. "But Bones (shock man Jim Bacon) handles all of the suspension stuff. He runs his own show back there. I don't know what he does, and I don't care to. Back at Anaheim Husky, I tried to learn to do shocks for a while, and I hated it. It really sucked for me, because I had to be under the bench. There I was, covered in oil."

A TEAM OF THEIR OWN

In 1991, the supercross world was set on its ear when rumors of a factory-backed, outside-industry-sponsored, Pro Circuit-run team were heard.

"Pro Circuit had always had a team," said Payton. "Back in the Anaheim Husky days, we had a local support team. It was cool - even back then I always had our riders dressed identically.

"At the end of the 1990 season, Honda approached us and said that they would be cutting back on their 125 program. They asked if we could help out with the engines, and I said sure. Then, all of a sudden, it went from helping with motors to running the whole team. I told them sure, I'd consider it, but only if I could find a sponsor to pay for the deal."

Thus, Team Peak/Splitfire/Pro Circuit Honda was born, with team riders Jeremy McGrath, Brian Swink, Jeromy Buehl and Steve Lamson. And things couldn't have turned out any better, as McGrath and Swink went on to win their respective 125cc Regional Supercross Championships with ease.

"We didn't actually have the deal with Peak wrapped up until about February," said Payton. "We were already racing at that point! At the opening round in Orlando, we were just shaking our heads. Swink was crashing and Buehl was going slow. Bones and I were thinking that we were gonna get smoked! Then in the main, Swink and Buehl were 1-2 in the first turn, and Swink went on to win. We couldn't believe it."

Without a doubt, the Pro Circuit pits were the center of attention. With their identically prepared bikes, matching uniforms, huge awning and team box vans, the team was quite a sight to see.

"To tell you the truth, I think that we caught everyone off guard that first year," said Payton. "It was the first time that anyone took the 125 class that seriously."

While Payton's team was the first to have such a presence, the concept of a true "team look" wasn't his idea. In the late 1980's, Payton himself was bitten by the racing bug, and began to take an interest in auto racing.

"I thought it would be neat to race something again," he said. "So I signed up for the Bob Boundrant Driving School and started to race a showroom stock Honda CRX."

Payton progressed rapidly and moved up in class, winning several championships and honors in a short amount of time.

"I was really into it," he said. "It was like a new chick or something. It was all I wanted to do or think about for a while."

But eventually - after a car deal gone bad - Payton realized that motorcycle racing was where his heart really belonged. "Motorcycle racing - bang for the buck - is the best sport in the world," Payton said. "All you need to race is a bike, a pickup truck and a gas can. Car racing is a major undertaking, and I was spending too much money. You need a car, a trailer, extra wheels, jack stands - it's a never-ending deal. Motorcycles are awesome."

But if there was one thing Payton gained from his car racing experience, it was his understanding of the importance of appearance.

"Everyone thinks that we invented the "team" look, but we really just copied it from the car racing guys," he said. "If you think about it, motocross is a real dirt farmer sport, and it needed to be cleaned up a bit."

In '92, a revised version of the Peak team - McGrath, Buehl, Buddy Antunez and Mike Brown - returned to the track. McGrath successfully defended his Western Regional Championship, but new Team Suzuki rider Swink again captured the Eastern title.

In '93, the Pro Circuit team changed colors, machines and sponsors.

"Honda didn't make an offer, so we started talking to Kawasaki," Payton said. "When they finally did, it was for half of the money, and they still wanted to do both coasts with four riders. Kawasaki only wanted to concentrate on the Western Region, and that's who we went with."

One of the most unique sponsors of the new team was Hot Wheels, a division of the Mattel Toy Company.

"Hot Wheels had a toy that they called 'Pro Circuit,' but we had the rights to that name," explained Payton. "Instead of going to court and all that, I said, 'Hey, how about sponsoring my race team?' and they did.

"We're lucky that the whole deal pulled together. I think it was a good change. Honda was a big team, run like a huge team. Kawasaki is a big team, run like a small team. Everything is more personal, and more appreciated."

The inaugural Hot Wheels/Splitfire/Pro Circuit Kawasaki team was composed of Brit James Dobb, Mike Chamberlain and Jimmy Gaddis, a former team Suzuki rider who never seemed to reach his potential. Gaddis went on to win the '93 Western Regional title with consistent finishes, but the season was dismal for the other team members. Chamberlain failed to yield the results expected of him, and Dobb spent a good part of the season injured. He did, however, earn his first outdoor National win at the tough Unadilla 125cc National.

"Jamie was a good guy," said Payton. "When we were putting the team together, out British importer, Colin Harrison, called and said that Dobb was looking for a ride in the states. He had been racing Grand Prix, and wanted to try his hand in the U.S. That's how we got hooked up with him."

In '94, Dobb returned to the team, and was joined by Mexican Pedro Gonzalez and hot shoe Ryan Hughes. While Dobb and Gonzales had respectable performances, most of the team's hopes rested on Hughes. The aggressive Californian won his share of races, but in the end, came up a few points shy, losing the title to Suzuki's Damon Huffman. For the first time since the inception of the team, the 125cc Western Regional Championship was not won by Pro Circuit. All was not lost, however, as Hughes came to life and won two outdoor Nationals late in the season.

Next year, the Splitfire/Pro Circuit/Kawasaki team will consist of Hughes, rookie Casey Johnson, David Pingree, and teenage French sensation Mickael Pichon. Things look good for the team, and Payton is optimistic that they can regain the crown. So what lies in the future for Payton and the Pro Circuit boys?

"Ultimately, we don't want to race for the rest of our lives, I see us having a team for at least one more year," said Payton. "Realistically, we have nothing more to accomplish. We're a company who makes pipes, modifies suspension and sells a few T-shirts. We eventually need to return our attention to the business, not racing.

"Yeah, racing has been a burden, but I wouldn't trade what we've done for anything in the world. Racing is a short-term goal for us, but the shop is a long-term commitment. There are a lot of companies out there who come and go, but we want to be in this sport for a long time to come.

"We're for real." CN

KX125

Winning Combination

Here's a KX125 quote we really like: *"Kawasaki has had a stranglehold on best suspension honors for years, and they didn't disappoint us for '94."**

Strong words from the good folks at Dirt Rider; especially since they're the ones who get to ride all the new models.

They won't be disappointed in '95 either: With the same suspension mods made to the KX250, Kawasaki takes box-stock 'perfection' to new highs. And smoother landings.

For more bite in '95, there's a new carb and airbox,reshaped exhaust port, new KIPS valve, and new head for lots more bark in the bottom and mid-range.

And for you 80cc grads who aren't yet big enough for a 125, there's the KX100. Built with the same rad tech that's guided the 125 and 250 to countless wins—stiff, perimeter frame, upside-down fork, etc.—the transition to the bigger bikes is that much easier when you're ready to moto on up.

The new KX125 and KX100—built for winners, by winners.

*February 1994

- Changes to the KIPS exhaust valve, transfer ports, combustion chamber, piston crown, reed valve and ignition mean more power across the rev range, so it's easier to pull away from the competition.
- New 35 mm carb delivers quicker response. Four air vents help the carb vent better over super rough courses so you have the power where you need it, when you need it.
- Keeping the power coming on strong longer is an extra coolant passage on the right of the exhaust port for a more consistent engine temperature.
- We've taken what some call a "perfect" fork and made it better still: A new mid-speed compression valve for a plusher mid-stroke feel. With increased base-valve volume and increased compression, you'll have the advantage of better control, smoother landings, later braking.
- Hauling faster down the straights calls for stronger brakes: You got 'em with new pads at both ends plus a new rear caliper and one-piece mount that's stronger yet lighter.

Get Some Limelight

Mike Kiedrowski, #1 AMA 250cc plate holder in 1994 got his. How? He rides the green bikes, As a four-time AMA national motocross champion, eight year member of Kawasaki's Team Green support program, and four year Team Kawasaki veteran, the "MX Kied" knows a few things—like if you want to get the green stuff, you have to ride the green stuff.

Take the '95 KX250. Mods to the pipe, head, ignition and cylinder increase low- and mid-range power without hurting top end.

Recalibrated front and rear damping plus a revised UNI-TRAK leverage ratio make what is considered the best suspension in motocross even better.

Take a hint from Kiedrowski. Green is a winning color. But only lime green. Kawasaki green.

KX80

Good Times Come in Small Packages

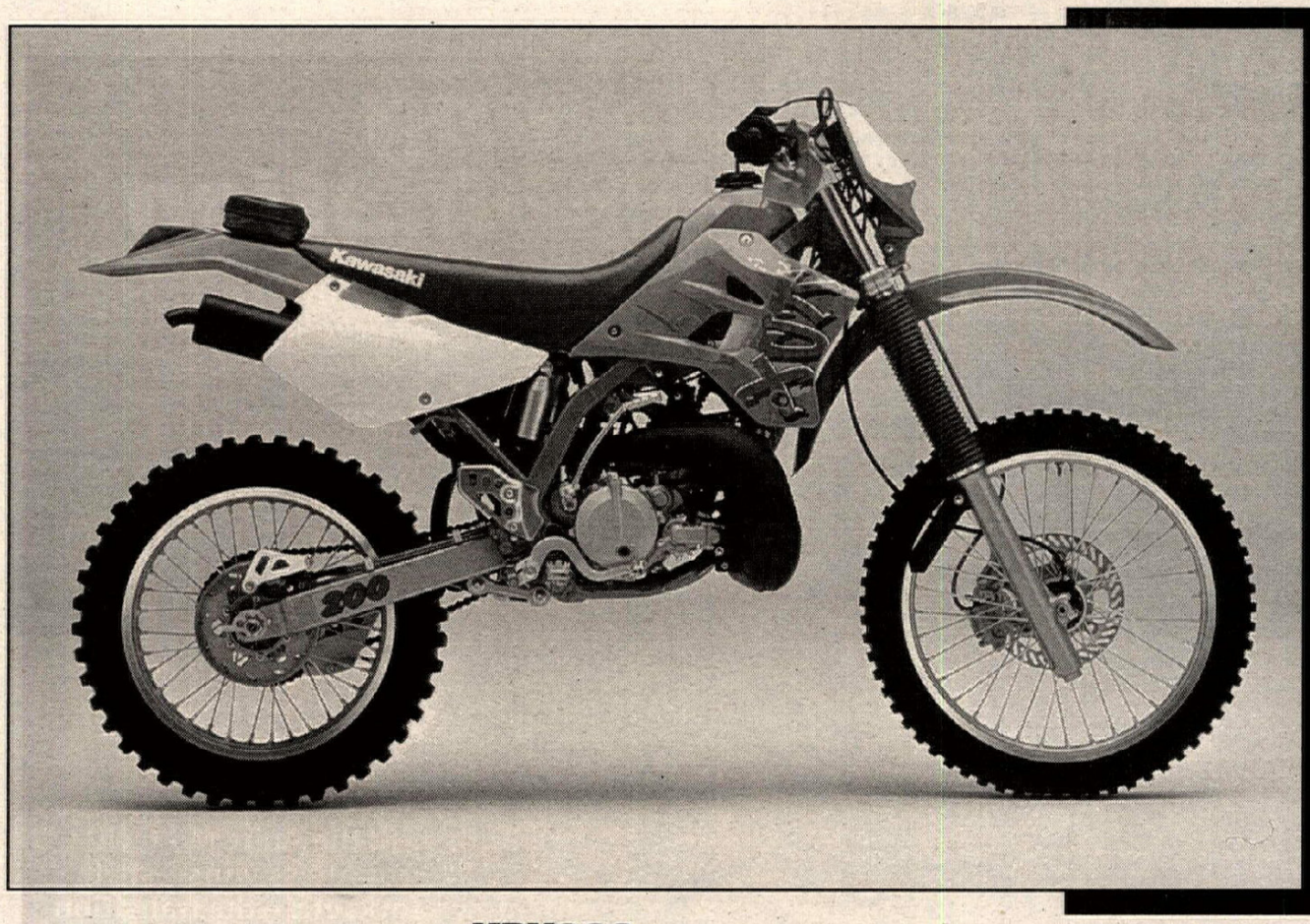
Kawasaki is committed to mini-motocross. The KX60, with its smooth, liquid-cooled power and advanced chassis, is the machine for future champions warming up for the hotly contested 80cc class.

And the KX80, with a host of high-tech bennies also found on our laurel-laden 125 and 250 MXers, is just waiting to launch our next factory rider's career.

Both minis, like all Kawasaki KX machines, boast the added support of Team Green, with trackside parts and tuning advice, plus special deals at participating dealers.

Get your Good Times off to a headstart—on a KX60 or KX80 mini-motocrosser.

Kawasaki ENDURO



Predator

Tired of eating roost? Leap to the top of the food chain with Kawasaki's all-new KDX200.

Seismic performance improvements from the KX-bred powerplant, including new better sealing 3-way KIPS valves, stronger connecting rod, reshaped cylinder, head and pipe, deliver a mind-clearing low-end punch for jumping ahead of the pack.

For more finesse in the tight stuff there's a lean, lightweight chassis that features an ultra-stiff, motocross-style, high-tensile steel perimeter frame. Tight ergonomics. Narrow mid-section. Plus a conventional cartridge fork and revised UNI-TRAK rear end that deliver a plush ride while you wreak havoc on the competition. Stalk the woods. On a 1995 KDX200.

KDX200

- With the KX-inspired, high-tensile steel perimeter frame, torsional rigidity is up 30%, so you track straighter. Tighter geometry delivers quick, yet stable handling.
- Increased power and torque from a new 3-way KIPS with a guillotine-slide exhaust valve for better sealing, more power and stronger low-end torque.
- Dealing with the added power required a stronger, rebalanced crank for a smoother delivery, a heat-treated con-rod, larger clutch, extra cylinder-head frame mount, larger radiators and stronger water pump seal.
- Weight-saving all-aluminum upper and lower triple clamps secure the 43 mm conventional cartridge fork.
- Improved front and rear brakes. 18-inch rear wheel. Aluminum rims. Straight-pull spokes.
- Team Green™ helps you win—with a helping hand in the woods, newsletters that include tech tips, and contingency money. Ask one of over 400 Team Green dealers how you can get assistance.

SAFE RIDING'S MORE FUN

Ride responsibly. Kawasaki believes safety begins with us and continues with you. Always wear a helmet, eye protection, and proper apparel. Never ride under the influence of drugs or alcohol. Ride in authorized off-road areas only. Riding is more fun on a well-maintained motorcycle...follow the instructions in your owner's manual. Remember, riding safe is smart.

Kawasaki
Let the good times roll.

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Phoenix, AZ 85032
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YUMA
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2029 Arizona Ave.
Yuma, AZ 85364
(602) 329-9611

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1512 Aviation Blvd.
Redondo Beach, CA 90278
(310) 372-8891

REDWOOD CITY
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Redwood City, CA 94061
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Thousand Oaks, CA 91360
(805) 497-3765

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Victorville, CA 92392
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Tampa, FL 33613
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Dalton, GA 30721
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(815) 235-7549

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Ronnie's Cycle Sales of Pittsfield Inc.
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Pittsfield, MA 01201
(413) 443-0638

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Hastings, MI 49058
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LINCOLN PARK
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Lincoln Park, MI 48146
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Holiday Power Sports
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Michigan Center, MI 49254
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Las Vegas, NV 89130
(702) 656-1955

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Las Vegas, NV 89121
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Point Pleasant Beach, NJ 08742
(908) 899-4050

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Pompton Plains, NJ 07444
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Ramsey, NJ 07446
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Parker Ford, PA 19457-1010
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White's MotorSports, Inc.
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Fayetteville, TN 37334
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El Paso, TX 79925
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Grapevine, TX 76051
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PROJECT BIKE | IMS Kawasaki KLX650 dual sport

"This guy thinks like I do," I mumbled to myself when I first laid eyes on the bike. It was the night before the *Cycle News* Dual Sport Jamboree - an annual event our publication organizes in the San Bernardino Mountains near Big Bear, California. IMS manager Dave Doughty had offered to let me ride his personal mount - a dirt-only Kawasaki KLX650 that had been modified for serious off-road use...and then made street legal. As Doughty unloaded the bike from his van, I admired the beautiful Kawasaki by the light of the campfire.

Several of my *Cycle News* colleagues were also leering shamelessly at the bike, glazed looks in their eyes and spittle forming in the corners of their mouths. They had arranged for a sorry collection of OEM dual sport bikes, and their jealousy was transparent.

Associate editor Donn "Style King" Maeda was the first to break the silence. "Umm, I think we should all take turns on the bikes, so that each of us will know what they all work like," he chirped hopefully. Ad salesman Forrest Hayashi and assistant editor Scott Rousseau both nodded their heads vigorously in agreement. Coincidentally, Maeda and Hayashi had lined up a pair of Suzuki DRS125s for the ride, and Rousseau would be piloting a Yamaha XT225 Serow. They could add all three of their mounts' displacements together, and my KLX would still have an extra 275cc on them.

"Don't even think about it," I retorted, happily watching forlorn looks replace their optimistic expressions. This was a dual sport bike after my own heart, and I didn't intend to share it, even if it did mean I'd get no help writing this story. One year earlier I had ridden a standard Kawasaki KLX650 dual sport bike in the same event, and while I had fun, I was not impressed with the machine's off-road prowess. The bike was designed with a 60/40% street/dirt ratio, and boasted such features as a fading rear brake, racing-slick tires and a fighting weight that rivaled that of the Queen Mary (the boat - not the lady). I prefer a street/dirt proportion of about 1/99%, and I hate cost-cutting measures like non-adjustable suspension components. At the '93 ride I had noticed a KLX dirt bike that had been converted by Baja Designs for dual sport use, and it seemed like a much better solution. I was ecstatic when I got the call from IMS, inviting me to ride a similar machine.

MX DUAL SPORT

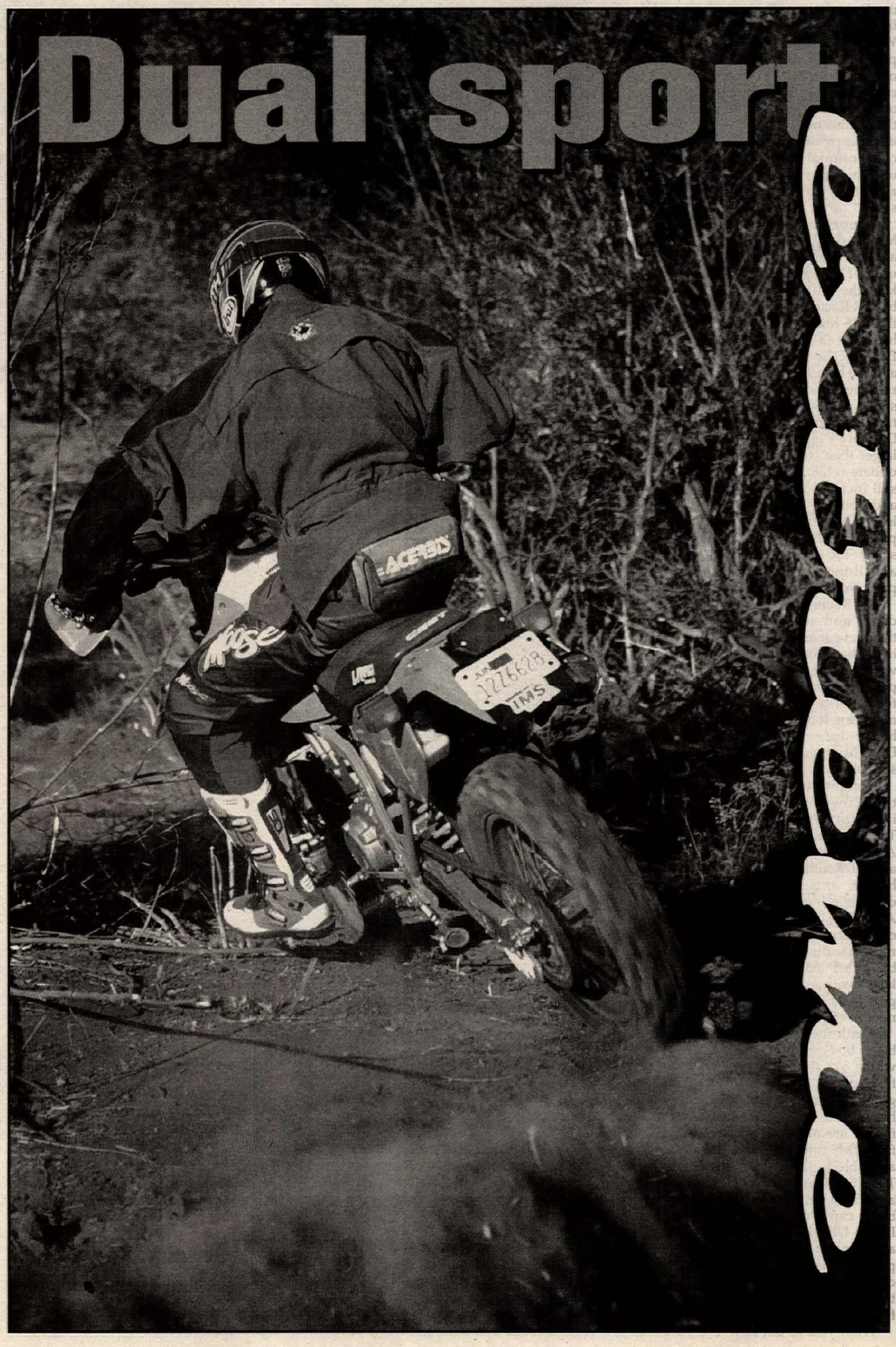
The dirt capabilities of the IMS KLX should be apparent in its history. The bike started life as a Kawasaki Team Green machine, which was ridden to the win in the '93 Mammoth Mountain Four-Stroke Expert class by none other than Ty Davis. Doughty bought the bike from Team Green, made it street legal (barely) and modified it to suit his needs. Judging by his KLX, Doughty will certainly never be accused of cost-cutting. The list of updates he made is extensive, and few of the mods are cheap. This is an interesting machine, and while we wouldn't expect the average dual sport enthusiast to build a replica, the bike may give you some ideas.

Team Green took the '93 machine out of the crate and had the motor massaged by Curtis Sparks, a former professional ATV racer who has gained a reputation as a capable four-stroke builder. "I was trying to build a bike that would compete against all the real high-level four-strokes, like ATK and Husaberg," says Sparks. "The Kawasaki is pretty heavy, so I had a pretty big handicap to overcome there. I wanted more power everywhere, and I wanted it to be snappier. Tractability isn't really a problem with motocross, especially with Ty Davis on the bike."

Sparks bumped up the compression, replaced the piston, performed extensive head work and installed different cams and matching valve springs. He also shaved some weight off the flywheel. Davis used a 41mm carburetor, but the stock mixer was slapped back on when the bike was sold. Sparks sells the parts necessary for a Ty Davis replica, and he'll install them for you if you like.

For reliability, Kawasaki installed a Barnett Series K Kevlar clutch kit, which consists of both fiber and metal plates and heavy-duty springs. One extra plate

By Chris Jonnum/Photos by Kit Palmer



is used with the kit, for minimal slippage. Holes were drilled in the airbox for more flow, and a Twin Air filter replaced the stocker. LR Racing's Darrel Prieur supplied the exhaust header and silencer.

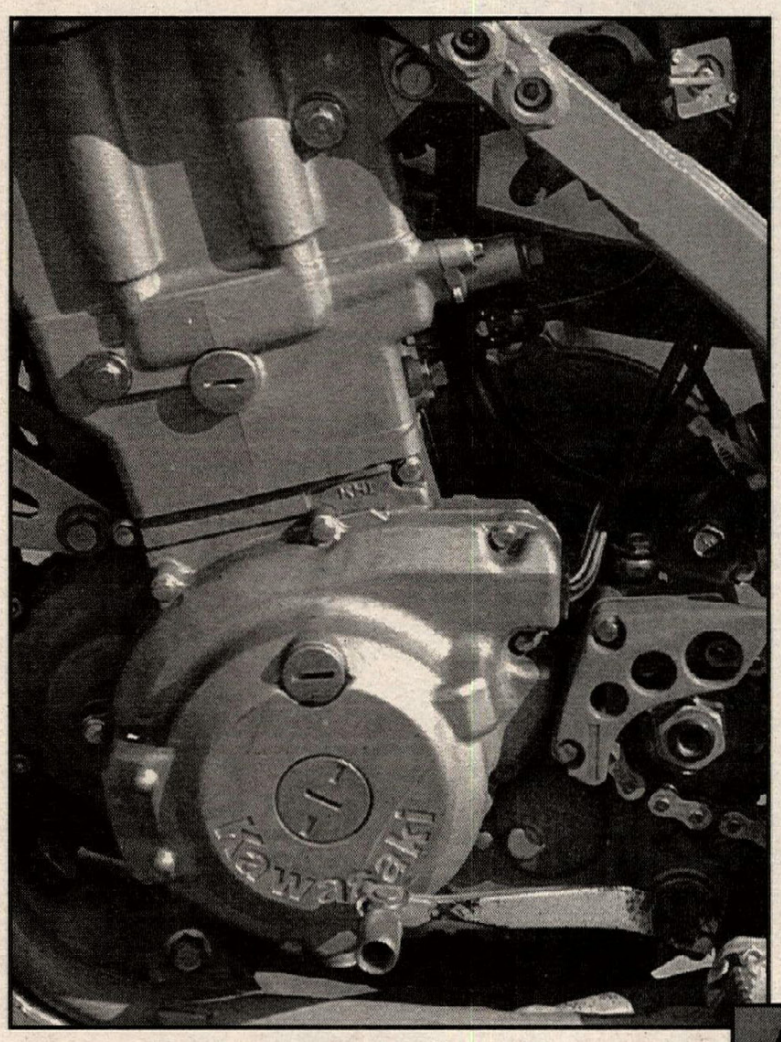
LR Racing was involved extensively on the project, also performing the suspension updates. Davis actually ran a works Suzuki conventional fork at Mammoth, but Prieur worked his magic on Doughty's stock inverted unit, installing special cartridge internals. While these mods aren't available to the public, Prieur claims that the stock internals hold plenty of potential, and that he can achieve a nearly identical feel without replacing the guts. "Believe it or not, the insides of the KLX fork are almost a direct copy of the famous '87 Honda CR conventional fork," says Darrel. "The upside-down design gives it a more rigid feel, but they're really about the same."

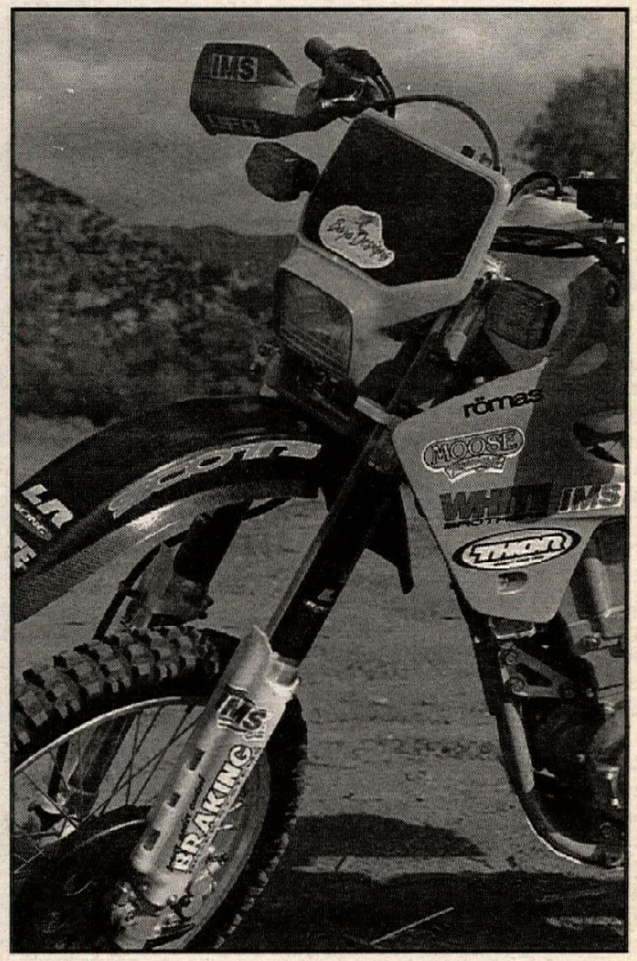
Prieur built Ty a works shock for Mammoth, complete with a hard-anodized body, a 16mm shaft and an upper Heim joint. Unfortunately, Davis kept the unit when the bike was sold, but LR Racing also handled the mods on the IMS bike. "Stock, the KLX tends to have a really long front end," says Prieur. "The fork's female slider is long, and the bike is kind of hard to steer." He rectified the problem by giving the shock three-quarters of an inch more travel, which brought the rear end up. Doughty's bike got a 16mm shaft (2mm larger than stock) and while the normal update retains the stock shaft, travel is still increased by the same amount. In addition, the damping was changed to let the rear end sit higher, and the compression adjuster was modified extensively. LR Racing's suspension updates are all-inclusive, which means oil and parts won't cost extra.

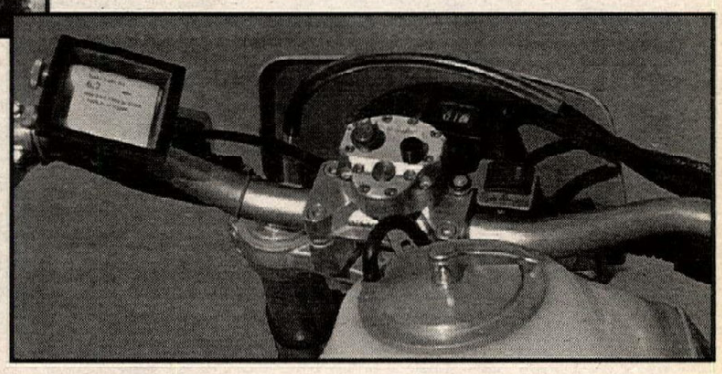
LR Racing also stripped the frame down and gusseted its weak points, then gave it an OEM green powder coating. The painted aluminum swingarm was stripped and polished, and the paint was stripped from the radiators for better heat dissipation. All radiator mounting locations were gusseted and a heavy-duty cap replaced the stocker. Doughty custom-built the aluminum skid plate.

Doughty took some of the edge off the blows encountered off-road by installing Answer's aluminum Pro-Taper bar, a change which necessitated Answer's aluminum upper triple clamp as well. Renthal grips cushion the rider's hands, and a Scotts Unic steering damper minimizes the "giggle factor." A Braking oversized brake kit is mounted up front, and a standard Braking rotor handles the stopping chores out back. IMS makes the chrome-moly shift lever (with a folding tip) and the wider pegs, and LR Racing supplied the aluminum chain-guide brace.

A number of sources provided the bike's bodywork, the most interesting of which are the prototype IMS carbon-fiber parts. The front brake reservoir guard, front disc guard, header pipe heat shield, upper fork guards and front fender are all made from black carbon fiber. IMS hopes to have these products available to the public in spring of '95. The 3.6-gallon natural plastic fuel tank is also from IMS, and it included a dry-break cap. White Bros. contributed the Italian UFO headlight and handguards, and the stock white side plates were painted Kawasaki green. LR Racing came up with a seat cover and one-inch-taller seat foam, and Moose Blue Tube foam inserts are used in Dunlop tires.







(Top) The IMS Kawasaki KLX650 is the epitome of a serious dual sport bike. This motorcycle would be competitive in the Baja 1000.
(Above) Curtis Sparks' motor modifications make for a fire-breathing thumper that is still easy to ride.
(Above right) The front fender and disc-brake guard are experimental IMS carbon-fiber units. Both should be available by spring. Braking supplied the large front brake kit.
(Right) Answer Pro-Taper bars, a Scotts Unic steering damper and an IMS tank with a dry-break system are several clues that this is not an average street-legal machine.

What you've got now is a bike worthy of being raced in Baja, but Doughty's gig is dual sport, so the next order of business was obtaining a license plate. That's where Baja Designs came into the picture. The company's dual sport conversion kit includes the parts required to give the KLX650 street-legal electrics. States vary in their requirements for street legality, and Baja Designs will sell you a kit specific to what you require. For example, some kits include speedometers and others don't, depending on the state. The California-legal kit includes a DOT-approved 5/60-watt quartz/halogen Acerbis HP headlight (though Doughty used a UFO part) and a DOT-legal taillight (with a brake light, rear reflector and license-plate holder). Also in the kit are DOT rubber-mounted turn signals (including stainless-steel mounting brackets), a 114 dB electric horn and a complete custom wiring harness (with OEM-style connectors). A sealed gel-cell battery powers the charging system, and the signals, horn and high/low beam are controlled by an OEM switch pod. A Field Effect transistor headlight switch and battery saver automatically turns off the headlight when the engine isn't running. (In many states, the taillight must be capable of staying illuminated with a dead engine, but the headlight can stay off.) A laser-cut stainless-steel bracket holds the waterproof power and ignition switch, along with a small high-

IMS Kawasaki KLX650 dual-sport

Baja Designs' dual sport conversion kit is light, simple to install and completely street legal.

beam indicator. A brake-light switch mounts on a stainless bracket.

THIS AIN'T NO DR350

The IMS KLX is so impressive that it would *almost* be enough to park it in your garage, and invite your friends over to admire it. But "almost," as they say, only counts with horseshoes and hand grenades, and I wanted to ride the beast. After all, I've been known to suffer from the NMB syndrome ("Not My Bike" - a strange malady that often strikes spoiled moto-journalists, who get to ride trick motorcycles but don't have to pay for what they break).

Curtis Sparks is a straight shooter, and he says he would like to have eked a bit more power out of the motor. "Actually, I wasn't really happy when I was done," he admits. "I was hoping for a bit more (power). I built Ty's bike for the same race this year, and the thing was unreal. *That* bike had *beaucoup* power; it would make you smile."

Sparks now sells the mods he used on Ty's '94 race bike, but I was anything but disappointed with the '93. To say the least, this is one healthy dual sport bike. On the morning of our ride, I accidentally slept in and started about a half hour after my cohorts, but I still caught them at about the 15-mile mark. The motor is perfect for fire roads, as it accelerates strongly and smoothly, and boasts a powerband wider than the gap between David Letterman's teeth. Stock, I consider the KTM LC4 to be the ultimate dual sport motorcycle, and the high-zoot KLX was much more impressive than that bike. The modified Kawasaki was far snappier than stock, but still slid controllably and hooked up well on slippery surfaces. It is equally adept at plonking through rough terrain or revving out on fast fire roads.

While I liked the motor's quick acceleration, I did have a few complaints. I loved the serious-sounding exhaust note, but it was a bit too loud. Also, the bike seemed eager to cough and die when entering corners, which I attribute to the lightened flywheel. It may be the hot ticket for motocross, but for dual sport, I'd rather keep the bike running - even at the price of brute acceleration. Also, the big Kawie was a bear to start, which wasn't exactly complimentary to its stalling tendencies. I experienced the best results by putting my entire body weight behind the kick, then blipping the throttle when the kickstart lever reached the bottom of its stroke. Even then, an average of three or four tries were needed to bring the beast to life. Cold-starting required approximately five minutes of kicking.

The boosted compression is probably at least partly responsible for this fact, and I suspect that the jetting may have been a bit lean, as well. Doughty runs Shell 92-octane pump gas in the bike, and severe pinging was apparent when the engine was stressed. With a bit of careful tuning, I imagine that most of these problems could be eliminated.

KLX650s have earned a reputation for overheating, and I did in fact encounter this problem during our photo shoot. The session involved a fair amount of low-speed riding, and the coolant boiled and migrated into the overflow reservoir. The '94 KLX has a fan to blow on the radiators in similar conditions, which probably would have helped. Doughty claims that he monitored the motor during his testing of the bike, and says that even when the fluid was boiling, the temperature was lower than an air-cooled Honda XR.

The suspension was also a big improvement over stock. Raising the rear end aided the steering substantially, but none of the stability was lost. I could pin it through fast rocky sections, and the front end would stay straight while the suspension soaked up the blows. The Scotts steering damper no doubt contributes to the solid feeling, and the Moose Blue Tubes mean you don't have to worry about the hefty bike pinching a tube. Whoops and jumps are absorbed without complaint, but both ends are still supple over roots and such.

The IMS tank is nice in that it holds one and a half more gallons than the tiny stock unit, and the natural color makes it easy to monitor the fuel level. The dry-break system is nice in races but a bit of a hassle at the gas station, and the tank was also a bit wide at the seat junction. The carbon-fiber parts drew a lot of attention, seemed to hold up well and are nice and light, though the "clunk" of rocks bouncing off the fender was a little annoying.

As for the small details, there are both pluses and minuses with the big KLX. Clutch pull feels strange and a little stiff, but that probably has something to do with the slightly bent lever. We never got the plates to even think about heating up or slipping. The squealing of the Braking binders is slightly annoying, but the incredible stopping power is well worth the trade-off. As could be expected, the Pro-Taper bar and wider IMS pegs are both welcome additions.

The Baja Designs dual sport conversion kit is awesome. The entire lighting system adds just seven pounds to the stock bike, and detailed installation instructions are included. No fabrication, welding or soldering is required, and the kit is available for everything from a Kawasaki KDX200 to a Husky 610 four-stroke. You almost get a guilty feeling, riding a bike that is so dirt-worthy, and yet is completely street legal.

As I said, Dave Doughty thinks like I do. Riding the IMS KLX, I frequently forgot that I was on a dual sport machine. The Kawasaki roosts by OEM dual sport bikes so easily that it can literally be a problem when your riding buddies are on lesser machines. They fall so far behind that you have to make sure to stop at a scenic spots, so you can enjoy the scenery while you wait for them to arrive. CN

Who ya' gonna call?

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619/792-0213

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P.O. Box 2826
Santa Fe Springs, CA 90670
805/941-1284

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Manhattan Beach, CA 90266
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What they cost

Answer Pro Taper bar (CR high bend)	$99.95
Answer Pro Taper triple clamp kit	$147.95
Baja Designs dual sport conversion kit	$385.00
Barnett Series K Kevlar clutch kit (with extra plate)	$129.00
Braking oversized front brake kit	$249.00
Braking rear rotor	$149.00
Curtis Sparks piston kit	$165.00
Curtis Sparks cam, springs	$450.00
Curtis Sparks headwork	$350.00
IMS 3.6-gallon fuel tank	$184.95
IMS dry-break gas cap	$193.33
IMS wide foot pegs	$59.95
IMS folding shift lever	$27.95
IMS carbon-fiber brake reservoir guard	NA
IMS carbon-fiber front fender	NA
IMS carbon-fiber front disc guard	NA
IMS carbon-fiber header pipe heat shield	NA
IMS carbon-fiber upper fork guards	NA
IMS custom aluminum skid plate	NA
LR Racing seat cover, one-inch-higher foam	$69.95
LR Racing fork modifications	$145.00
LR Racing shock modifications (with shaft extension)	$115.00
LR Racing head pipe, silencer	$189.95
LR Racing chain guide	$39.95
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Moose Blue Tube (rear)	$124.95
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UFO handguards	$15.95
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Scotts steering damper and mounting kit	$399.95
Twin Air filter	$24.95

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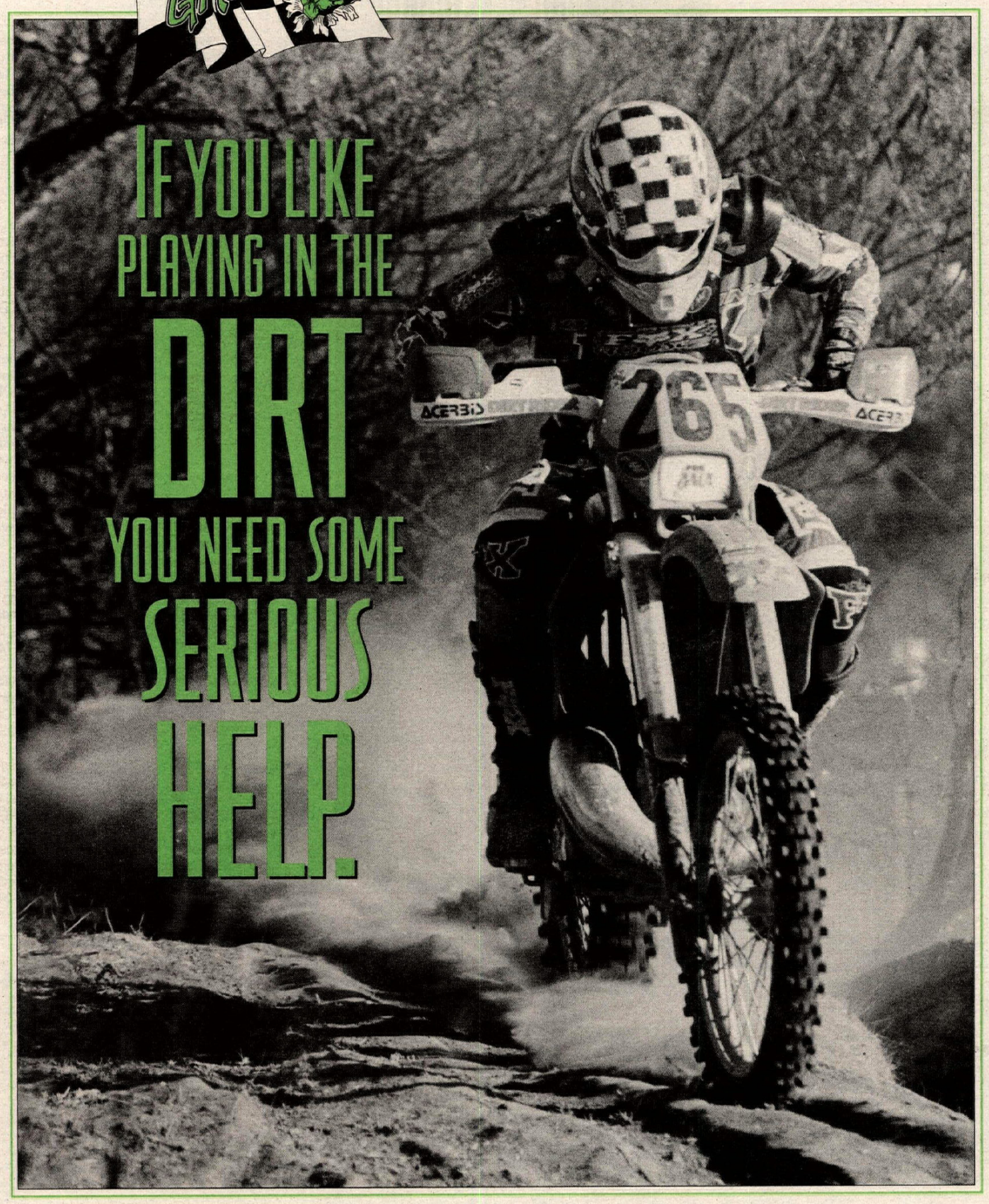

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Kawasaki
Let the good times roll.

Cannonball

By Chris Jonnum

It wasn't too long ago that the United States had the dubious distinction of not boasting a single dirt bike manufacturer. Of course ATK and ADB have changed all that in the past few years, and now MCM - an upstart company out of Costa Mesa, California - has decided to throw their hat into the ring.

In case you're thinking that all builders of American dirt bikes must have names consisting of three initials, MCM was originally known as Excelsior. But when it was found that the name was already taken, arriving at a different title became necessary. The company followed the lead of Swedish manufacturers Husqvarna and Husaberg, which are named after their cities of origin; MCM stands for Motorcycles Costa Mesa.

To say that MCM is a small organization would be an understatement. For the time being at least, the whole shooting match - bike design, R&D, advertising, marketing, etc. - consists of just four people. But fortunately, this quartet possesses a list of accomplishments that most larger companies would give their eyeteeth for. Bjorn Elvin - a native of Sweden with an Engineering degree at the Goteberg Machine Techincal Institute - has worked for Husqvarna, Husaberg and ATK. Fellow Swede Ove Hasselberg has lived in the U.S. since 1967, working as an engineer for Saab for much of that time. William Kniegge has experience with Husqvarna, Bell Helmets, Accuride and ATK, while Colorado native William Thomas has an Engineering degree at the University of Colorado, and has worked as a rider coach, motocross promoter, track designer, aftermarket product designer and R&D man for ATK.

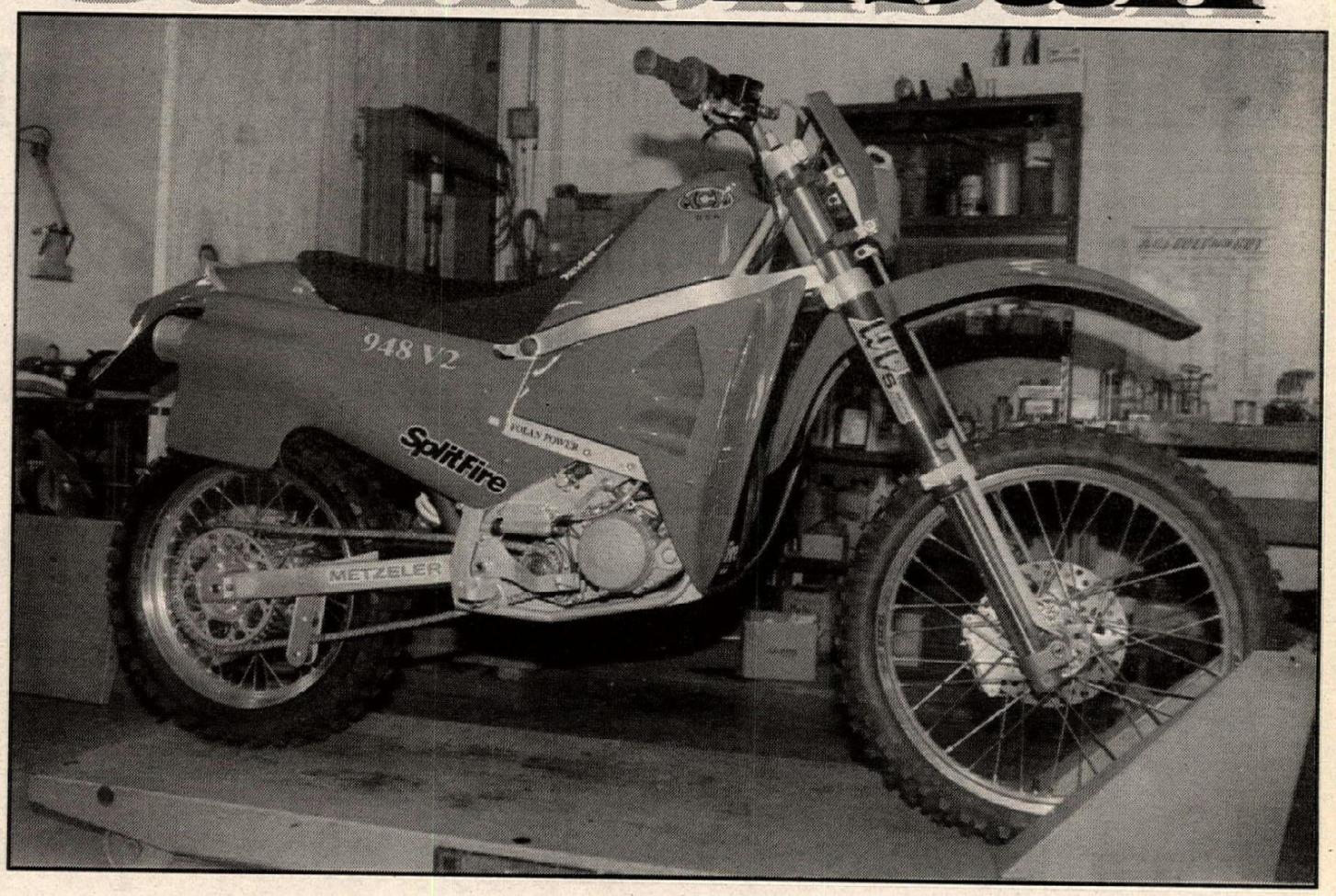
We got a chance to check out a production prototype of MCM's flagship bike, which is powered by a 948cc V-Twin Folan powerplant. MCM started building the bike in June, and it's amazing what they've accomplished in such a short period. MCM plans to sell 40% of their bikes outside of the U.S., so their goal was to have the bike ready to display at October's Cologne, Germany, motorcycle show. They pulled it off - barely (Kniegge ended up dismantling the bike and taking it on the plane as luggage). The bike we saw was not meant to be ridden, as it featured aluminum body panels and other temporary parts that will be used to make the molds for the production versions. The company will now build three test bikes, and by April or May, they hope to be in the production stage.

MCM's Scandanavian influence extends further than personnel, as the heart of their introductory motorcycle - the dirt-only "Cross Country" - is the Swedish Folan engine.

The 948cc V-twin features four valves and a single, chain-driven overhead cam per cylinder, with roller-type followers. A six-speed transmission is used, which goes along with MCM's plan to design the bike for lower, less stressful engine speeds.

The Folan twin was developed in conjunction with the Husaberg engine, which was built by five of the employees who earlier came up with Husqvarna's four-stroke. That being said, the Folan is almost completely proprietary - the cylinder head is the only part it shares with the Husaberg, and MCM says that, too, will soon change.

The engine's primary advantage is its compact size, which is accomplished in part by moving the cylinders forward. The axis of the cylinder centerlines is 6mm ahead of the crankshaft, which creates less "rocking" torque on the pistons. This allows extremely short piston skirts, which in turn allows a shorter engine. Other measures - like a CAD-designed crankcase with thick aluminum in high-stress areas, and thinner material in areas of lower stress - further enhance the economy of space. A dry-sump oiling system is used, with pressure lubrication to the rockers, and sprayers for the crankshaft and gearbox. The twin weighs a phenomenal 85 pounds - 70 less than a Harley-Davidson XR750 - and the single weighs in at 62.



Shown here in prototype form, the Folan-powered MCM will be built in Southern California. It is an extremely light V-twin.

MCM let us throw a leg over the bike, and we must say, it felt quite light and maneuverable for a two-cylinder motorcycle. The designers were shooting for a weight in the 275- to 280-pound range, and their prototype meets that goal, tipping the scales at 275. (The production version could be slightly heavier.) For comparison, a 1000cc BMW R100GS weighs in at 434 pounds, and the dirt-only Kawasaki KLX650 single is 276 pounds.

The narrowness of the machine also surprised us, as the bodywork and lateral frame members lend a bulky, heavy appearance. Numbers don't lie, however, and the frame measures just 10.5 inches between the pegs, eight inches below the seat. The engine is fitted into the frame from the bottom, and the head can be removed with the motor in the bike (though it's easier with the engine out). Weight bias is approximately 48% front/52% rear, and the 550cc single is interchangable with the 948cc twin.

Suspension has not yet been finalized, though Thomas says the front and rear components will come from the same company - probably WP, Ohlins or Marzocchi. The shock uses an ATK-style, side-mount, linkageless system. The frame, swingarm, exhaust and several other parts are all built in-house, and Performance Machine supplies the sano aluminum calipers.

Another interesting item is the 2.7-gallon fuel tank, which fits below the seat where the airbox normally resides. The filler neck is in the standard location, leading into a catch tank and a large-diameter hose down to the primary cell. The air intake is located under the dummy fuel tank - a plastic shroud that is easily removable.

Though it is too early to quote a suggested retail price for the bike, MCM would say that they'd like to sell it for under $10,000. No dealer network has yet been established.

MCM has big plans for the future as well, though they admit that getting their first model into production is of primary concern at the moment. Among their tentative plans are a dual sport bike (which would feature a lower seat height than their dirt model) and a Supermotard-style machine. They will also import Folan engines for individual sale to road racers and dirt trackers.

In addition, MCM will import Folan's EFI M1 electronic fuel-injection system, which is designed to be sold as an aftermarket accessory for the MCM V1 and V2, as well as KTM, Husqvarna and Husaberg four-strokes. CN

MCM Cross Country - tentative specifications

	948 V2	550 V1
Displacement	948cc	553cc
Bore x stroke	95 x 68mm	95 x 78mm
Cylinder head	4 valves/1 cam	4 valves/1 cam
Camshaft	Single overhead, roller-type followers, chain-driven	
Compression	10:1	11:1
Horsepower	100 (+/-)	55 (+/-)
Carburetor	1 or 2 Keihin 39 FCR	1 Keihin 39 FCR (Fuel injection optional)
Clutch	Dry; sintered plates	Dry; sintered plates
Oil capacity	1.38 quarts	
Cooling	Liquid (radiator/fan)	Liquid (radiator)
Transmission	6 speed	6 speed
Ignition	SEM electronic 140 W	SEM 140 W
Starting	Electric	Electric/kick
Frame	Chrome-moly steel	Chrome-moly steel
Front suspension	WP IBS	WP IBS
Front travel	12 in.	12 in.
Rear suspension	WP IBS	WP IBS
Rear travel	12 in.	12 in.
Front brake	Hydraulic 260mm	Hydraulic 260mm
Rear brake	Hydraulic 240mm	Hydraulic 240mm
Front tire	90/90 x 21	90/90 x 21
Rear tire	130/90 x 18	130/90 x 18
Wheelbase	58.7 in.	58.7 in.
Length	86.5 in.	86.5 in.
Seat height	36.5 in.	36.5 in.
Ground clearance	14.35 in.	14.35 in.
Fuel tank capacity	3.17 gal.	3.96 gal.
Engine weight	80 lbs.	62 lbs. (without carbs & starter)
Claimed dry weight	275 lbs.	248 lbs.

MCM Group
2930 Grace Lane, Unit K, Costa Mesa, CA 92626
Phone 714/850-0829 / Fax 714/850-0317

FILL-IN-THE-BLANK VICTORY SPEECH

[WAIT FOR APPLAUSE TO DIE DOWN] **Thanks, it's great to be here at** [INSERT NAME OF TRACK]**. I feel very fortunate to win against all these tough competitors** [CHUCKLE INWARDLY]**. I'd like to thank my parents for all their support. I'd also like to thank Suzuki, all my sponsors –** [LIST SPONSORS HERE]**, and the best mechanic ever.** [HOLD UP TROPHY] **Most of all, this is for you,** [NAME OF CURRENT GIRLFRIEND].

PLEASE CUT OUT AND KEEP WITH YOU WHENEVER YOU RIDE AN RM.

Better yet, memorize it. With all the improvements on the RM250, it should now be voted "most likely to roost all over the competition." The RM125, fresh off a year in which it won both regions of the AMA 125cc Supercross Championship, is even more monstrous this year. And the RM80 still rockets straight to the podium.

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To further help you make use of your victory speech, Suzuki has amazing support programs like the brand new Suzuki RM Cup Challenge, featuring the best RM riders from every region and class. Its total payout of $144,300 brings Suzuki's contingency pot for '95 to over $3.5 million. Plus Pro- and Expert-Level Dealers, Suzuki Support Trucks, the acclaimed Tony D. Motocross School, and the exclusive Suzuki Good Scholar Program.

See your local Suzuki dealer for details. And then you'd better brush up on your public speaking skills.

For the name of your nearest Suzuki motorcycle & ATV dealer, call 1-800-828-RIDE. At Suzuki, we want every ride to be safe and enjoyable. So always wear a helmet, eye protection and protective clothing. Never ride under the influence of alcohol or other drugs. Study your owner's manual and always inspect your Suzuki before riding. Always supervise young riders. The RM-series motorcycles are for closed-course competition use and related practices only.

Oh yeah, and I couldn't have done it without [NAME OF LOCAL SUZUKI DEALER].

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Yuma, AZ 85364
(602) 329-9611

ARKANSAS

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Pine Bluff, AR 71601
(501) 536-6500

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1125 So. Anaheim Blvd.
Anaheim, CA 92805
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COSTA MESA
Orange County Suzuki
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Costa Mesa, CA 92627
(714) 646-2428

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Southland Suzuki
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Garden Grove, CA 92644
(714) 893-5091

HAYWARD
Hayward Honda/Suzuki
27955 Mission Blvd.
Hayward, CA 94544
(510) 886-0644

MERCED
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Merced, CA 95340
(209) 722-8055

OXNARD
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Oxnard, CA 93030
(805) 486-6303

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Perris, CA 92571
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Redding, CA 96002
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Redondo Beach, CA 90278
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(408) 246-7323

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Miami, FL 33126
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Ramsey, NJ 07446
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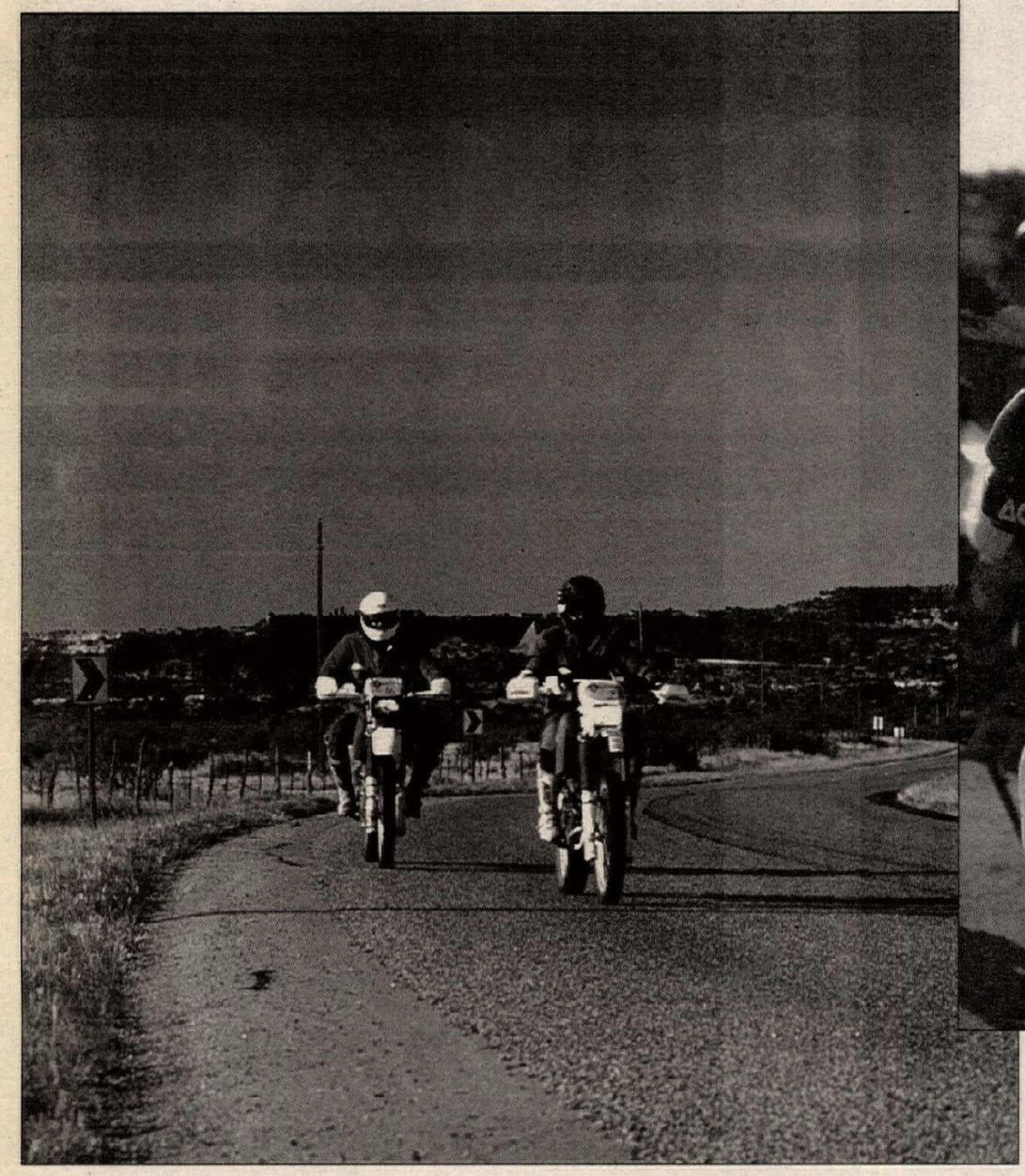
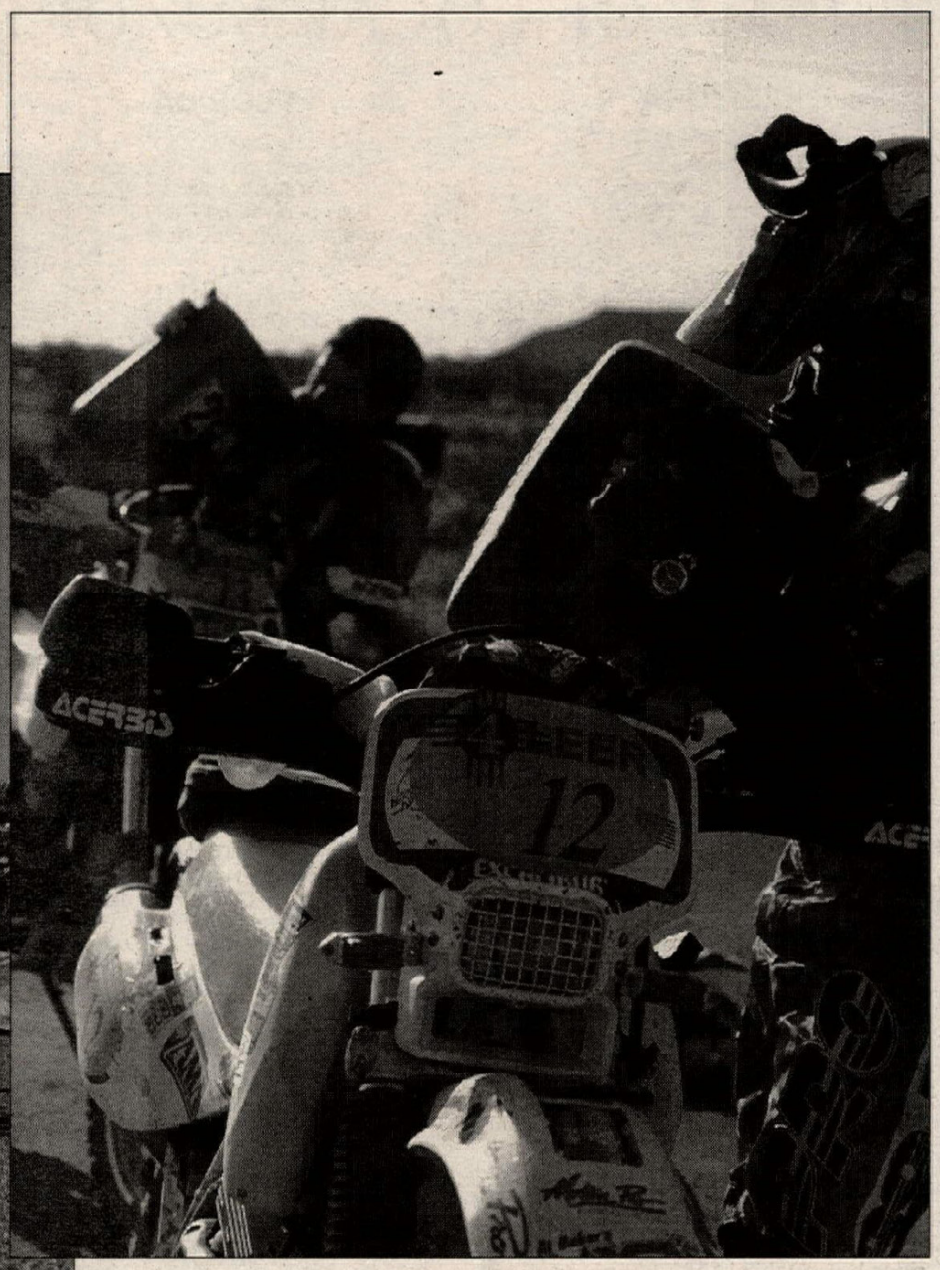
Four days of play





(Left) The Land of Enchantment Endurance Rally featured more than 1700 miles of both pavement and off-road sections. (Above) Gas stops were few and far between; large fuel tanks were a must.

By Dana Bell
Photos by Damon Powell

One thousand seven hundred and twenty-five miles of rocks, plains, forests and barren desert. Obviously, this wasn't going to be your average everyday ride. Then again, the Land of Enchantment Endurance Rally (LEER) is not your everyday on/off-road event. As a longtime enduro rider exploring the possibilities of on/off-road riding, the idea of a long-distance rally that requires endurance and preparation rather than pure speed sounded just too good to pass up. So when the LEER entry form arrived in my mailbox, I quickly filled in the blanks and began making preparations for what, no doubt, would be a ride of a lifetime.

But just to make things more fun I talked my poor husband, Sam, and good friend Dale Gazzolo, a Motorcycle Safety Foundation instructor and chairman of the Arizona OHV Association, into competing as well. In the process of preparing for the four-day event, insults flew back and forth between California and Arizona as to who would last the longest - a 46-year-old broad (me) or an old man like Dale. The joke eventually evolved into a new challenge when Bob Clever, senior manager of rider education and recreation at American Honda, heard about our foolish fun and offered to donate $1700 to Ride For Kids if both Dale and I finished the entire event. (The Ride For Kids Foundation is the only program that funds research for pediatric brain tumors, number-one killer of children today). Now that's what I call an incentive - the challenge was gladly accepted.

The Land of Enchantment Endurance Rally is a unique event organized and supported by a remarkable group of people and companies. LEER is the brainchild of Roger Pattison. He serves as the motorcycle representative on the National Recreational Trails Fund Act Advisory Committee; is an advisor to the National Off-Highway Vehicle Conservation Council, and is a past competitor and class winner of South American endurance rallies.

As mentioned, the LEER event is quite unique. On this year's agenda was a four-day ride that would total over 1700 miles through mostly the eastern half of the state of New Mexico, and include timed special tests, careful route-chart interpretation and just plain long days in the saddle. Endurance would be the key to success - finishing. Street-legal dual sport bikes are required.

Dale, Sam and I weren't the only ones crazy enough to give the LEER rally a shot. Sixteen riders from seven states met in Clovis, New Mexico, on Monday afternoon, September 26th for the start of the second running of the LEER endurance rally. A special test prologue was used to determine the rally's starting order. The prologue included a short ride out of town, a several mile special test and a ride back into town with stops at local motorcycle dealers. This would be a piece of cake, I thought. Boy was I wrong! The special test became the Great Cow Trail Maze. Designed as a test of the riders ability to follow the route charts that we would rely on for the next four days, the test area was rolling fields crisscrossed by a *zillion* cow trials. The comedy of 16 riders going every which way taught all a valuable lesson that when the chart said turn, one had better turn.

So how'd I do, you ask? I'd just as soon not talk about it.

We departed Clovis at 6:00 a.m. It was cold and dark with stars still shinning brightly. The day would be a test of mental and physical tenacity. What laid ahead was a 522-mile course heading northwest to almost the Colorado border, then back southeast to Santa Rosa, a town located less than 100 miles from our morning start area. The route included unexpected miles of the Tucumcari canals and vast grasslands that stretched from horizon to horizon, a winding lane along the Mora river, a rocky enduro trail test through Mills Canyon, a journey back in time through San Agustin Valley along the Gallinas River and through the picturesque ruins of Concepcion.

My goal this day was simple - to finish. For me this was the most critical day, since Monday would be the longest of the event, and I had no idea how I would hold up. I had never before ridden a motorcycle that far in one day, let alone a dirt bike. I just didn't know what to expect. Again, I had to finish the day. I didn't care if I houred out - I just had to ride the whole course.

I knew the first day would be a mental and physical challenge, but it ended up being more mentally tough than I had thought. At one point late in the day, my mind began playing tricks on me. My handlebars began feeling as though they were bending back and that my arms were becoming one with the controls. It was a strange sensation. I had to consciously keep looking down at my handlebars to convince myself that everything was all right.

The day took its toll. Seven riders houred out and one rider dropped out. Sam and I were two of the seven who had houred out, as we pulled into the finish in the dark, 17 minutes late after having ridden over 14 hours. The satisfaction of conquering the day, however, smothered the disappointment of houring out. Luckily, rally rules heap on penalty points for houring out but allow a rider to remain in the event. Dale, another victim of Father Time, and I were still officially in and the $1700 for the "kids" was now a day closer.

Following the first day of competition, Californian Damon Powell, aboard a Honda XR650L, sat on top of the leaderboard, followed by Texan Marty Howell on a Yamaha XT350. In third overall, another rider from California, was B class rider Ken Kugel, riding a

(Left) Each day included timed special test sections. (Above right) Navigation was a big part of the rally, where riders competed aboard street-legal motorcycles. (Below right) Ken Kugel (left) was the top B rider, and Damon Powell (right) was the overall and A class winner.

Honda XR600. Nevada's Jesse Goldberg, on another Honda XR600, led the A 50+ class. Jesse, at 69, was the oldest rider but often put the young guys to shame.

It seemed as though only a few hours later we were back in the saddle. Come to think of it - we were. With *only* a 455-mile route on day two's agenda, the first rider was sent off in full daylight at 7:00 a.m.

I was a little less anxious and perhaps more excited about starting the second day. With the hardest day now behind us, I knew I could conquer anything that stood in my way for the rest of the event. I had a very positive attitude and this is when I really began having fun. From this point on, all I had to worry about was riding, eating and sleeping.

The "easy" second day began with a 60-mph special test down an old stagecoach route. The ride continued south across the high plains of New Mexico into Roswell for gas, and with it, a brief but welcomed break. An unexpected locked gate on the afternoon route required a 60-mile highway detour but allowed the riders to fall back onto the route for a final 24-mile special test up into the Lincoln National Forest with a checkout and finish for the day at the outskirts of Cloudcroft. Two nights would be spent in the small ski resort town at The Lodge, a beautiful, turn-of-the-century hotel. Little time however would be spent enjoying the picturesque community or the comfort of The Lodge. Whatever spare time we had was pretty much devoted to bike maintenance. Fortunately, my almost stock, little Honda XR250L, while a little slower than most of the big bikes in the event, hadn't missed a beat and required little upkeep. The only change I made to my bike going into the event was installing a larger-than-stock IMS fuel tank, allowing a range of well over 150 miles.

Powell still led after day two. He held a commanding lead over Howell, who was involved in a dogfight with Honda XR600-mounted Gary Jackson of Texas. Kugel still had control of the B class, while Honda rider Terry Nichols moved into the 50+ class lead. Dale and I, meanwhile, managed to stay on time - sort of. Three riders joined the houred-out club on this day.

Day three dawned cold and chilly, but that was to be expected at the 8500-altitude. The frosty temperature was a blessing, as the morning section required a brisk pace on the winding dirt roads through the Lincoln National Forest. By noon, the day's 338-mile route wound out of the mountains and down an endless desert valley through Cornucopia Drew, Crow Flats and Big Dog Canyon. A U-turn brought riders up onto the Forest Rim Road, the high plateau overlooking the valley run. Enjoying the spectacular view was risky business on the loose gravel road. A quick peek caused me to overshoot a corner and plant my patient little Honda into a pile of rocks. A broken headlight bulb, gouged fender and assorted bruises was a cheap lesson to keep my eyes on the road. One mile up the route Marty Howell, glancing down at his cockpit array of odometers and pacers was not so lucky. He overshot a corner, managed to maneuver through a rock pile but was snagged by a half buried juniper. His riding companions were immediately on hand to pull off his bike, provide shade and send for help at the next check but could only splint what turned out to be spiral fractures of both of his lower left leg bones. Marty is one tough guy and endured the pain of an hour and a half wait for the ambulance and the long bumpy ride out to the nearest hospital with a grin. Only Dale's jokes as we waited for help seemed to make him groan.

After the ambulance pulled off, the remaining pool of riders and two sweep riders set a more sedate pace for the remainder of the marble highway. By now, those of us who had come to Marty's assistance had long since houred out, so we all chose a pavement route to reach Cloudcroft before dark. The option provided a great winding valley road ride bordered by the forest splashed with fall colors.

Once again, the evening was dedicated to bike maintenance. Thank goodness for the Big Red Honda support truck that attended the rally. Boxes of parts were available at no charge to any rider who needed them, regardless of the bike brand they were riding. One hundred percent of any "donation" a rider chose to make was placed in the pot for the Ride For Kids fund.

The same name was found atop the leaderboard after the third day of competition - Damon Powell. Once again, the 50+ class saw a leader change, as Californian Bob Stouffer moved into the number-one position, while Kugel kept control of the B class chase.

Final day and 379 miles to go. After a full night's sleep, we headed off into a spectacular sunrise and into the forest via an overgrown two-track special test section. Those who chose to shed their jackets after the morning warm-up quickly regretted their decision. The course dropped out onto a highway, and a cool freeway pace carried us through Mescalero, an Apache reservation, and down into Capitan, the birth and burial site of Smokey The Bear. Serious fun began again as the route veered back onto dirt, a rocky and primitive two-track road. This was one of the few times I actually rode with Dale as we went head to head into the rocks. Dale is a sly fox who, in spite his advanced years at 56 and "woe is me" tales, has a decidedly heavy hand on the throttle and left me in the dust. As a further bit of fun, A class riders were turned onto a three and a half mile diabolical boulder nightmare of a trail. The only A to survive without houring out or losing the trail was Powell. A clear division of points and worn out riders ended the official ride at the noon check. A welcomed 20-mile, narrow highway route across grass plains brought riders to the final special event. Turning back onto dirt and carefully following the roll chart's notes of windmills, gates and ranches, the route led all of us onto Jeanene and Jim Bob Best's 100-square-mile sheep ranch for a scrumptious lunch, where we also visited with a very special family struggling to survive in an environmentally correct society bent on destroying stewards of the land.

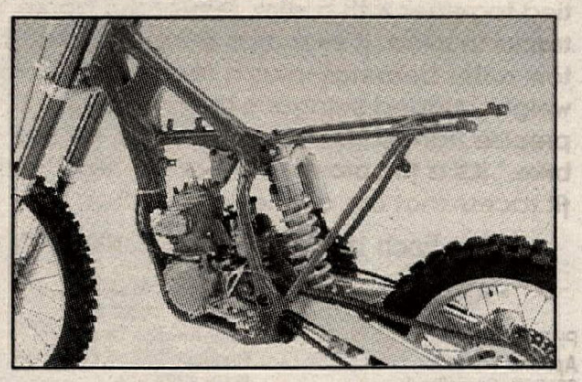
The final run of the day covered the 25 miles to the nearest paved road, northeast across the land that was once roamed by Billy the Kid to Fort Sumner and quick paved dash back into Clovis.

I had mixed emotions when all was said and done. As I rolled across the finish line, I was overwhelmed by extreme satisfaction, knowing that I accomplished what I set out to do. On the other hand, I was almost depressed because it was all over; I wanted to keep going.

But best of all, Bob donated the $1700 to the Ride For Kids foundation, and that wasn't all. Another $1800 was raised at the evening banquet, as riders dug in their pockets and contributed other pledges.

The only problem now, is that I have to wait another 12 months to ride it again. Maybe next time I'll be able to beat Dale through the rocks. CN

Every season, the really serious racers get their new 250's, take them home–tear them apart–and trick them out. It's just the standard routine that racers go through. Bad news guys–you can't do that anymore. • You see, we took the YZ250, and rather than take it home, we took it to the factory. Tore it apart. And really tricked it out. • We started with the engine, adding a resonator box to the Power Valve system and used a Keihin carburetor which gave the motor a harder hit in the mid-range portion of the powerband to give you more pulling power out of the corners. We changed the intake manifold radius and reed valve system for improved air flow. Even the airbox passageway got boosted, so the YZ250 can take bigger oxygen gulps. And we changed the internals of the Power Valve for more control and a longer, wider power hit. Then we topped it off with a stronger ignition system that generates higher voltage at the spark plug. We even dove into the transmission and figured out a way to make it shift crisper. • The next stop was handling and suspension. We went into the Racing Department and borrowed their fork design that features the new mid-range travel valve. It boosts the suspension's mid-stroke performance (where your forks work the hardest). Then we slipped in a larger shock piston and ring set-up. Finally, we changed the steering head angle, tucked it in a tad for quicker steering, then changed the triple clamp offset to provide just the right balance between precise steering and straight-line stability. • From there we moved onto improving the brakes. The front now has new pads for a more positive feel, while the rear got a new stainless steel rotor and a new caliper guard. And since the wheels were off anyway, we designed a new spoke set-up to give you more time between maintenance intervals. • The last thing we did was brighten the color a little bit. Didn't make it faster–but it looks cooler. • Sorry about taking all that hop-up, trick-out stuff away from you–we just couldn't resist doing it ourselves. •



YZ250

INTENSE

It's living large in the high rev range–the 125 class–a world of wide open throttle, lots of clutching and a billion shifts per lap. The smallest mistake can instantly drop you back six positions–and the slightest edge can be the difference between grabbing a trophy and going home with a handful of excuses. In 125 racing, the only way to stay ahead is to keep getting better. Introducing the 1995 YZ125. It's this season's hottest screamer. • The square bore engine, which debuted last year, has received numerous performance improvements for the 1995 roosting season. There's a repositioned Power Valve that works with the re-shaped exhaust ports. Plus it has a bigger carburetor, a larger air cleaner, an enlarged intake boot and a smoother fuel intake tract. It delivers better, stronger power. • The YZ125 still hits hard–very hard–but now the additional power boost gives you more usable power to point and shoot with. • 125 Pro riders know that when you're totally on the gas, you can't back off just because of gnarly racetrack bumps. This year's YZ125 suspension is fine-tuned to keep you ahead of the wolves and out of the banners. The front forks have received a new mid-stroke damping valve (tested and proven on the works bikes) for better performance when the forks are battling the bumps in the mid-stroke range–where your suspension works the hardest. • The rear shock has a larger piston, piston ring and a top bearing Teflon sheath for increased suspension durability. It's a suspension package that isn't going to let you down or fade away on the closing laps. • Since the YZ125 now goes faster, it made sense to make sure it stops better too. There's new front brake pads that delivers stronger, more controllable braking and incredible "finger feedback." The rear wheel sports a new stainless steel disc brake for higher heat resistance and longer life. • The 1995 YZ125. It goes faster. It rides smoother. It stops better. •

YZ125

PRECISE

YAMAHA

YZ80

DOMINATE

The 80 class used to be a place where riders got their first taste of what "real racing" was like. Not anymore. Now there's kids making an impressive living in the pro class—even though they're years away from getting a driver's license. Yup—the 80s have gotten real serious. And the YZ80 consistently leads the pack, with the most sophisticated, hardest-hitting package available. • It's a highly successful, exceptional performing 80cc machine that consistently gets to the checkered flag first. Don't kid yourself: this so-called "mini bike" is jam-packed with wide open high tech goodies. It screams along with a liquid-cooled, six-speed, crankcase reed induction engine that sports an inclined cylinder for smoother intake. The cylinder walls are impregnated with ceramic composites—same kind of thing the space shuttle uses—for better heat dissipation and longer life. • Since it lives in the million RPM range most of its life, the clutch is exceptionally strong. The 1995 YZ80 now has seven friction and six steel plates, plus five springs instead of four. Go ahead and blur the left lever—it won't go mushy on you. • The YZ80 was the first bike in the class with inverted front forks for soaking up the bumps and making steering more precise. This season the forks are even better with the addition of fully adjustable rebound and compression damping settings, identical to the larger machines, for more precise, track-specific suspension tuning. In the rear is a rising-rate link-type single shock with preload, compression and rebound adjustments. All of it with almost 11 inches of travel—front and rear. • The YZ80 is tied together with a slim, reinforced frame, designed with supercross-style tracks in mind. It even has a trick steering head with tapered top and bottom roller bearings—plus a removable rear subframe. And there's a lightweight, rugged swingarm that helps give the YZ80 its legendary quick, precise handling. • The 1995 YZ80. It's not what you might call "a mini-bike." It's a full blown, wide-open, high-tech weapon that just happens to fit racers that are a little on the small side. •

• See Each 1995 YZ at these Participating Yamaha Dealers

• ARIZONA •

PHOENIX
Apache Yamaha
3618 W. Camelback
Phoenix, AZ 85019
(602) 973-5111

• CALIFORNIA •

ANAHEIM
Anaheim Yamaha
616 E. Ball Road
Anaheim, CA 92805
(714) 563-1700

BEAUMONT
Beaumont Yamaha
680 Beaumont Ave.
Beaumont, CA 92223
(909) 845-4882

BELLFLOWER
Bellflower Yamaha & Watercraft
10401 Alondra Blvd.
Bellflower, CA 90706
(310) 925-5097

ESCONDIDO
North County Yamaha
1315 Las Villas Way
Escondido, CA 92026
(619) 432-9501

HOLLYWOOD
Hollywood Motorcycles
1339 N. Highland Ave.
Hollywood, CA 90028
(213) 962-5522 - (818) 845-1910

LAGUNA NIGUEL
Mission Yamaha
27622 Camino Capistrano
Laguna Niguel, CA 92677
(714) 582-0351

LEBEC
Hang Time Yamaha
251 Frazier Mtn. Park Road
Lebec, CA 93243

NATIONAL CITY
South Bay Motorsports
1 W. 35th Street
National City, CA 91950
(619) 420-2300

ONTARIO
Montclair Yamaha Inc.
11195-1 Central Ave.
Ontario, CA 91762
(909) 628-4748

REDONDO BEACH
Del Amo Yamaha
1512 Aviation Blvd.
Redondo Beach, CA 90278
(310) 372-8891

SAN DIEGO
El Cajon Yamaha Motorsports Center
660 El Cajon Blvd.
San Diego, CA 92120
(619) 442-0941

SAN DIEGO
Fun Bike Center
4689 Convoy St.
San Diego, CA 92111
(619) 278-6635

THOUSAND OAKS
Thousand Oaks Yamaha
2388 E. Thousand Oaks Blvd.
Thousand Oaks, CA 91360
(805) 497-3765

TORRANCE-LOMITA
T & O Yamaha
24020 Narbonne Ave.
Torrance-Lomita, CA 90717
(310) 534-2311

TUJUNGA
Foothill Yamaha
7139 Foothill Blvd.
Tujunga, CA 91042
(818) 352-7897

VENTURA
Yamaha of Ventura
3059 E. Main Street
Ventura, CA 93003
(805) 653-5884

• COLORADO •

WHEAT RIDGE
Cycles West Inc.
10625 W. I-70 Frntg. Rd. No. #3
Wheat Ridge, CO 80033
(303) 423-8100

• CONNECTICUT •

CHESHIRE
Willow's
1555 Highland Ave. (Rt. 10)
Cheshire, CT 06410
(800) 801-4FUN

• DELAWARE •

BEAR
Yamaha East
620 Pulaski Hwy.
Bear, DE 19701
(302) 322-4120

• FLORIDA •

POMPANO BEACH
Riva Yamaha
3801 N. Dixie Hwy.
Pompano Beach, FL 33064
(305) 785-4820

WEST PALM BEACH
Cycles of Palm Beach
2353 N. Military Trail
West Palm Beach, FL 33409
(407) 683-1642

• GEORGIA •

CANTON
Yamaha of Canton
9450 Knox Bridge Hwy. 20 W
Canton, GA 30114
(404) 479-3340 or 479-4501

ROSWELL
Roswell Fun Machines Yamaha & more...
11270 Elkins Road
Roswell, GA 30076
(404) 442-8460

• ILLINOIS •

BLOOMINGTON
Sportland Yamaha
"Your Instock Superstore"
Bloomington, IL 61704
(309) 662-0508

LIBERTYVILLE
Northern Illinois Yamaha
611 N. Milwaukee Ave.
Libertyville, IL 60048
(708) 362-7114

• INDIANA •

VALPARAISO
Buck's Cycle & Sport
2105 Laporte Rd.
Valparaiso, IN 46383
(219) 462-6911

• MASSACHUSETTS •

PHILLIPSTON
Cycle Design
Route 2A
Phillipston, MA 01331
(508) 249-2244

• MICHIGAN •

FREMONT
Powers Motor Sports
11995 W. Maple Island
Fremont, MI 49412
(616) 924-1924

HILLSDALE
Winners Circle Yamaha
1360 Bankers Road
Hillsdale, MI 49242
(517) 437-7513

LINCOLN PARK
Bright Yamaha
3954 Dix
Lincoln Park, MI 48146
(313) 382-1220

• MINNESOTA •

BURNSVILLE
Burnsville Yamaha
1608 West Hwy 13
Burnsville, MN 55337
(612) 882-1020

• MISSOURI •

FESTUS
Surdyke Yamaha Racing
1305 Hwy. 61
Festus, MO 63028
(800) 748-RIDE

WASHINGTON
J & W Cycles
Hwy. 47 South
Washington, MO 63090
(800) 748-8098

• NEW JERSEY •

HAMPTON
Motion Enterprises
629 White Horse Pike
Hammonton, NJ 08037
(609) 561-8181

LODI
Bergen Yamaha
30 Route 46 East
Lodi, NJ 07644
(201) 241-0100

PLEASANTVILLE
Motion Enterprises
2907 Fire Road
Pleasantville, NJ 08232
(609) 645-8181

RAMSEY
Yamaha of Ramsey
995 Rt. 17 South
Ramsey, NJ 07446
(201) 825-3333

SUSSEX
Sussex Motorsports
446 Route 23, P.O. Box 385
Sussex, NJ 07461
(201) 875-5400

• NORTH CAROLINA •

HENDERSON
Brewer Cycles Inc.
Henderson, NC 27536
(919) 492-8553

SHELBY
Shelby Motorsports
1715 E. Dixon Blvd.
Shelby, NC 28152
(714) 482-5946

• OHIO •

ATHENS
Athens Sport Cycles Inc.
165 Columbus Road
Athens, OH 45701
(800) 592-4464

LANCASTER
Lancaster Sport Cycles
1830 Old Logan Road
Lancaster, OH 43130
(800) 767-7394

SPRINGFIELD
Competition Accessories
345 W. Leffel Lane
Springfield, OH 45506
(800) 543-3535

TOLEDO
Yamaha East
1230 Conant Street
Toledo, OH 43537
(419) 891-1230

• OREGON •

KLAMATH FALLS
Yamaha of Southern Oregon
2977 Washburn Way
Klamath Falls, OR 97603
(503) 884-6500 (800) 610-6501

TIGARD
Beaverton Yamaha
10380 SW Cascade Blvd.
Tigard, OR 97223
(503) 684-6600

• PENNSYLVANIA •

ALLISON PARK
Gibsonia Cycle Center
4684 Rt. 8
Allison Park, PA 15101
(412) 487-2803

LANCASTER
B & B Sales & Service
791 Flory Mill Road
Lancaster, PA 17601
(717) 569-5764

• SOUTH DAKOTA •

SIOUX FALLS
Elliott Sports Center
1117 W. 11th Street
Sioux Falls, SD 57104
(605) 336-2030

• TEXAS •

AMARILLO
Sharp's Motorsports
4413 I-40 East
Amarillo, TX 79104
(806) 373-3053

• UTAH •

SANDY
South Valley Motorsports
248 West 9240 South
Sandy, UT 84070
(801) 566-9345

• VIRGINIA •

FREDERICKSBURG
Fredericksburg Motor Sports
390 Kings Hwy.
Fredericksburg, VA 22405
(703) 899-9100

To continue enjoying the thrill and fun of motorcycling, we must continue to do our part and ride responsibly. Always remember to review your Yamaha Motorcycle Owner's Manual before you ride. Check all your equipment, always wear an approved helmet, eye protection, long-sleeved shirt, long trousers, gloves and boots. Keep your bike well-maintained. Never ride a YZ on paved surfaces or public roads; never carry passengers; never engage in stunt riding; avoid excessive speed. Provide parental supervision when a motorcycle is being operated by a minor. Beginners should be extremely cautious and allow extra time and distance for maneuvering and braking. Always ride well within the limits of your abilities, never beyond them. Please be responsible and "tread lightly." Do not drink and ride. It is illegal and dangerous. Professional riders depicted on a closed course. Yamaha and the Motorcycle Safety Foundation encourage you to ride safely and respect the environment. For further information regarding the MSF course, please call 1-800-447-4700.

YAMAHA

1995 Dual Sport Buyer's Guide

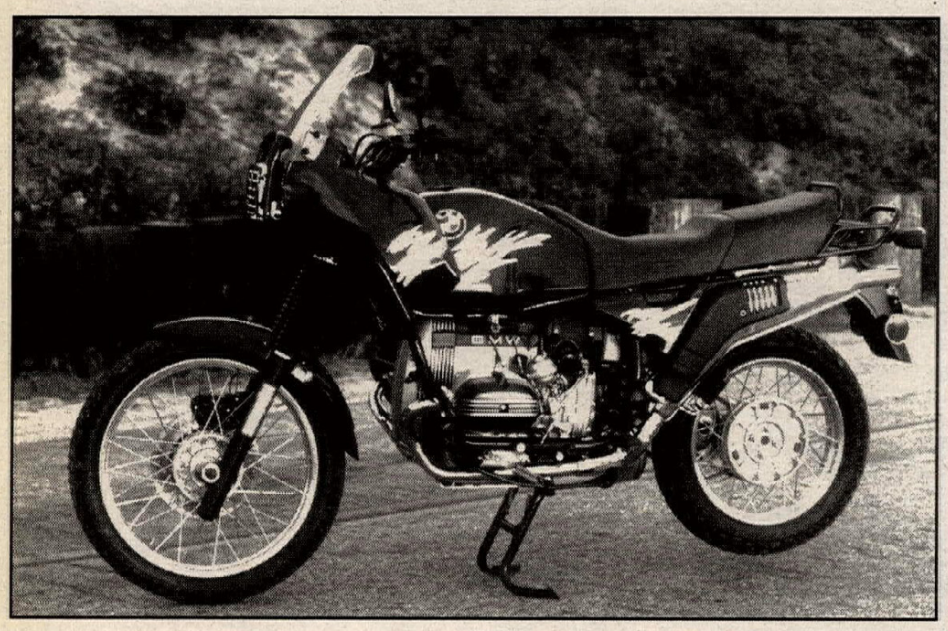
1995 Dual Sport Buyer's Guide

ATK 350DS/ES

List Price: $6195/$6695
Displacement: 348cc
Engine type: Air-cooled, single-cylinder four-stroke
Bore x stroke: 79.5 x 70.4mm
Compression ratio: 10.0:1
Carburetion: 34mm Dell'Orto
Ignition: Electronic
Transmission speeds: 6
Starting system: Kick/Electric
Fuel capacity: 4.2 gal.
Wheelbase: 58.5 in.
Rake/trail: 26.5°/4.3 in.
Seat height: 37.0 in.
Front tire: 3.00 x 21
Rear tire: 120/90 x 18
Front wheel travel: 11.8 in.
Rear wheel travel: 12.6 in.
Front brake: Disc
Rear brake: Disc
Final drive: Chain
Claimed dry weight: 236/277 lbs.

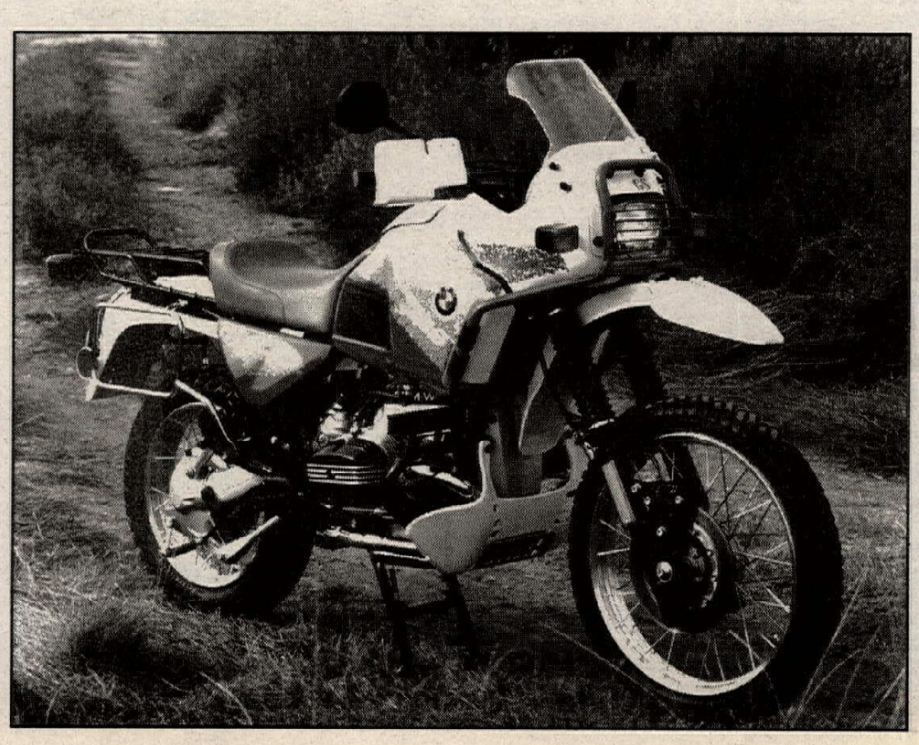
ATK 605DS/ES

List Price: $6595/$7095
Displacement: 598cc
Engine type: Air-cooled, single-cylinder four-stroke
Bore x stroke: 97 x 81mm
Compression ratio: 9.5:1
Carburetion: 40mm Dell'Orto
Ignition: Electronic
Transmission speeds: 5
Starting system: Kick/electric
Fuel capacity: 4.2 gal.
Wheelbase: 58.5 in.
Rake/trail: 26.5°/4.3 in.
Seat height: 37 in.
Front tire: 3.00 x 21
Rear tire: 120/90 x 18
Front wheel travel: 10 in.
Rear wheel travel: 10 in.
Front brake: Disc
Rear brake: Disc
Final drive: Chain
Claimed dry weight: 265/280 lbs.



BMW R100GS

List Price: $8590
Displacement: 980cc
Engine type: Liquid-cooled, twin-cylinder four-stroke
Bore x stroke: 94 x 70.6mm
Compression ratio: 8.5:1
Carburetion: (2) 32mm Bing
Ignition: Transistor
Transmission speeds: 5
Starting system: Electric
Fuel capacity: 5.7 gal.
Wheelbase: 59.6 in.
Rake/trail: 62°/3.9 in.
Seat height: 33.5 in.
Front tire: 90/90 x 21
Rear tire: 130/80 x 17
Front wheel travel: 8.8 in.
Rear wheel travel: 7.0 in.
Front brake: Disc
Rear brake: Drum
Final drive: Shaft
Claimed dry weight: 434 lbs.



BMW R100GS PD

List Price: $9390
Displacement: 980cc
Engine type: Air-cooled, twin-cylinder four-stroke
Bore x stroke: 94 x 70.6mm
Compression ratio: 8.5:1
Carburetion: (2) 32mm Bing
Ignition: Transistor
Transmission speeds: 5
Starting system: Electric
Fuel capacity: 9.25 gal.
Wheelbase: 59.6 in.
Rake/trail: 62°/3.9 in.
Seat height: 33.5 in.
Front tire: 90/90 x 21
Rear tire: 130/80 x 17
Front wheel travel: 8.8 in.
Rear wheel travel: 7.0 in.
Front brake: Disc
Rear brake: Drum
Final drive: Shaft
Claimed dry weight: 443 lbs.

BMW R1100GS

List Price: $10,690
Displacement: 1085cc
Engine type: Air-cooled, oil-cooled, twin-cylinder four-stroke
Bore x stroke: 99 x 70.5mm
Compression ratio: 10.3:1
Carburetion: Fuel injection
Ignition: Transistor
Transmission speeds: 5
Starting system: Electric
Fuel capacity: 6.6 gal.
Wheelbase: 59 in.
Rake/trail: 64°/4.4 in.
Seat height: 33.1 in.
Front tire: 110/80 x 21
Rear tire: 150/70 x 17
Front wheel travel: 8.8 in.
Rear wheel travel: 7.0 in.
Front brake: Disc
Rear brake: Drum
Final drive: Shaft
Claimed dry weight: 495 lbs.

Ducati E-900

List Price: $8695
Displacement: 904cc
Engine type: Air-cooled, V-twin four-stroke
Bore x stroke: 92 x 68mm
Compression ratio: 9.2:1
Carburetion: (2) 38mm Mikuni
Ignition: Digital electronic
Transmission speeds: 6
Starting system: Electric
Fuel capacity: 6.3 gal.
Wheelbase: 62.4 in.
Rake/trail: N/A
Seat height: 33.4 in.
Front tire: 100/90 x 19
Rear tire: 140/80 x 17
Front wheel travel: 10.2 in.
Rear wheel travel: 10.2 in.
Front brake: Dual disc
Rear brake: Disc
Final drive: Chain
Claimed dry weight: 449 lbs.

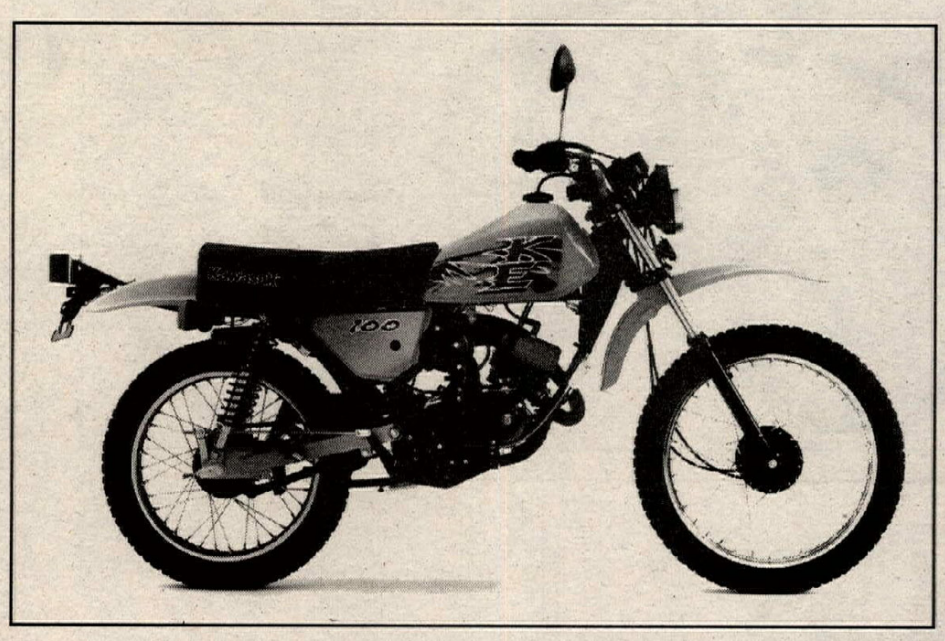
Honda XR250L

List Price: $3699
Displacement: 249cc
Engine type: Air-cooled, single-cylinder four-stroke
Bore x stroke: 73 x 59.5mm
Compression ratio: 9.3:1
Carburetion: 28mm piston-valve with accelerator pump
Ignition: Solid-state
Transmission speeds: 6
Starting system: Kick
Fuel capacity: 2.4 gal.
Wheelbase: 56.3 in.
Rake/trail: N/A
Seat height: 34.8 in.
Front tire: 3.00 x 21
Rear tire: 4.60 x 18
Front wheel travel: 10.2 in.
Rear wheel travel: 10.2 in.
Front brake: Disc
Rear brake: Disc
Final drive: Chain
Claimed dry weight: 270.3 lbs.

Honda XR650L

List Price: $4999
Displacement: 644cc
Engine type: Air-cooled, single-cylinder four-stroke
Bore x stroke: 100 x 82mm
Compression ratio: 8.3:1
Carburetion: 42.5mm CV
Ignition: Solid-state CD
Transmission speeds: 5
Starting system: Electric
Fuel capacity: 2.8 gal.
Wheelbase: 57.3 in.
Rake/trail: N/A
Seat height: 37 in.
Front tire: 3.00 x 21
Rear tire: 4.60 x 18
Front wheel travel: 11.6 in.
Rear wheel travel: 11 in.
Front brake: Disc
Rear brake: Disc
Final drive: Chain
Claimed dry weight: 324.1 lbs.

1995 Dual Sport Buyer's Guide



Kawasaki KE100

List Price: $1799
Displacement: 99cc
Engine type: Air-cooled, single-cylinder two-stroke
Bore x stroke: 49.5 x 51.8mm
Compression ratio: N/A
Carburetion: 19mm Mikuni
Ignition: Magneto
Transmission speeds: 5
Starting system: Kick
Fuel capacity: 2.4 gal.
Wheelbase: 50.6 in.
Rake/trail: N/A
Seat height: 31.7 in.
Front tire: 2.75 x 19
Rear tire: 3.00 x 17
Front wheel travel: 5.7 in.
Rear wheel travel: 4.3 in.
Front brake: Drum
Rear brake: Drum
Final drive: Chain
Claimed dry weight: 187 lbs.

Kawasaki KLR250

List Price: $3699
Displacement: 249cc
Engine type: Liquid-cooled, single-cylinder four-stroke
Bore x stroke: 74 x 58mm
Compression ratio: N/A
Carburetion: 34mm Keihin
Ignition: Electronic CD
Transmission speeds: 6
Starting system: Kick
Fuel capacity: 2.9 gal.
Wheelbase: 55.8 in.
Rake/trail: N/A
Seat height: 33.7 in.
Front tire: 3.00 x 21
Rear tire: 4.60 x 17
Front wheel travel: 9.1 in.
Rear wheel travel: 9.1 in.
Front brake: Disc
Rear brake: Drum
Final drive: Chain
Claimed dry weight: 259 lbs.

Kawasaki KLR650

List Price: $4449
Displacement: 651cc
Engine type: Liquid-cooled, single-cylinder four-stroke
Bore x stroke: 100 x 83mm
Compression ratio: N/A
Carburetion: 40mm Keihin
Ignition: Electronic CD
Transmission speeds: 5
Starting system: Kick
Fuel capacity: 6.1
Wheelbase: 58.9 in.
Rake/trail: N/A
Seat height: 35.1 in.
Front tire: 90/90 x 21
Rear tire: 130/80 x 17
Front wheel travel: 9.1 in.
Rear wheel travel: 9.1 in.
Front brake: Disc
Rear brake: Disc
Final drive: Chain
Claimed dry weight: 338 lbs.

KTM 400 LC4 R/XC

List Price: $5698
Displacement: 398cc
Engine type: Liquid-cooled, single-cylinder four-stroke
Bore x stroke: 95 x 56.2mm
Compression ratio: N/A
Carburetion: 38mm Dell'Orto
Ignition: CDI
Transmission speeds: 5
Starting system: Kick
Fuel capacity: 3.0 gal.
Wheelbase: 59.4 in.
Rake/trail: N/A
Seat height: 37.8 in.
Front tire: 90/90 x 21
Rear tire: 140/80 x 18
Front wheel travel: 11.81 in.
Rear wheel travel: 13.3 in.
Front brake: Disc
Rear brake: Disc
Final drive: Chain
Claimed dry weight: 288 lbs.

KTM 620 LC4 R/XC

List Price: $5798
Displacement: 608.6cc
Engine type: Liquid-cooled, single-cylinder four-stroke
Bore x stroke: 101 x 76mm
Compression ratio: N/A
Carburetion: 40mm Dell'Orto
Ignition: CDI
Transmission speeds: 5
Starting system: Kick
Fuel capacity: 3.0 gal.
Wheelbase: 59.4 in.
Rake/trail: N/A
Seat height: 37.8 in.
Front tire: 90/90 x 21
Rear tire: 140/80 x 18
Front wheel travel: 11.81 in.
Rear wheel travel: 13.3 in.
Front brake: Disc
Rear brake: Disc
Final drive: Chain
Claimed dry weight: 291 lbs.

Suzuki DR125SES

List Price: $3149
Displacement: 124cc
Engine type: Air-cooled, single-cylinder four-stroke
Bore x stroke: 57 x 48.8mm
Compression ratio: 9.5:1
Carburetion: 31mm Mikuni
Ignition: Electronic
Transmission speeds: 6
Starting system: Electric
Fuel capacity: 2.8 gal.
Wheelbase: 54.5 gal.
Rake/trail: 61°/112mm
Seat height: 31.5 in.
Front tire: 70/100 x 21
Rear tire: 90/90 x 18
Front wheel travel: 8.1 in.
Rear wheel travel: 7.9 in.
Front brake: Disc
Rear brake: Disc
Final drive: Chain
Claimed dry weight: 251 lbs.

Suzuki DR250SES

List Price: $3999
Displacement: 249cc
Engine type: Air-cooled, single-cylinder four-stroke
Bore x stroke: 73 x 59.6mm
Compression ratio: 10.0:1
Carburetion: 33mm Mikuni
Ignition: Electronic
Transmission speeds: 6
Starting system: Electric
Fuel capacity: 2.4 gal.
Wheelbase: 56.9 in.
Rake/trail: 61°/123mm
Seat height: 35 in.
Front tire: 80/100 x 21
Rear tire: 110/90 x 18
Front wheel travel: 11 in.
Rear wheel travel: 10 in.
Front brake: Disc
Rear brake: Disc
Final drive: Chain
Claimed dry weight: 286 lbs.

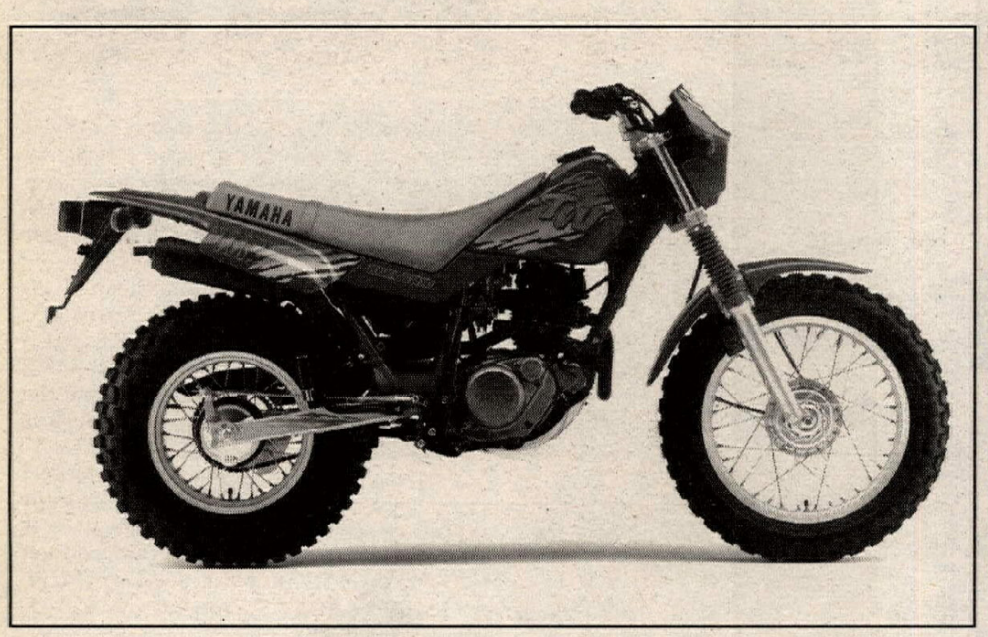
Suzuki DR350SES

List Price: $4199
Displacement: 348cc
Engine type: Air-cooled, single-cylinder four-stroke
Bore x stroke: 79 x 71.2mm
Compression ratio: 9.5:1
Carburetion: 33mm Mikuni
Ignition: PEI
Transmission speeds: 6
Starting system: Electric
Fuel capacity: 2.4 gal.
Wheelbase: 56.9 in.
Rake/trail: 62°/115mm
Seat height: 35 in.
Front tire: 80/110 x 21
Rear tire: 110/90 x 18
Front wheel travel: 11 in.
Rear wheel travel: 11 in.
Front brake: Disc
Rear brake: Disc
Final drive: Chain
Claimed dry weight: 260 lbs.

1995 Dual Sport Buyer's Guide

Suzuki DR650SES

List Price: $4599
Displacement: 640cc
Engine type: Air-cooled, single-cylinder four-stroke
Bore x stroke: 95 x 90.4mm
Compression ratio: 9.7:1
Carburetion: 40mm Mikuni
Ignition: Electronic
Transmission speeds: 5
Starting system: Electric
Fuel capacity: 4.2 gal.
Wheelbase: 59.6 in.
Rake/trail: 61°/120mm
Seat height: 35 in.
Front tire: 90/90 x 21
Rear tire: 120/90 x 17
Front wheel travel: 9.4 in.
Rear wheel travel: 8.7 in.
Front brake: Disc
Rear brake: Disc
Final drive: Chain
Claimed dry weight: 357 lbs.



Yamaha TW200

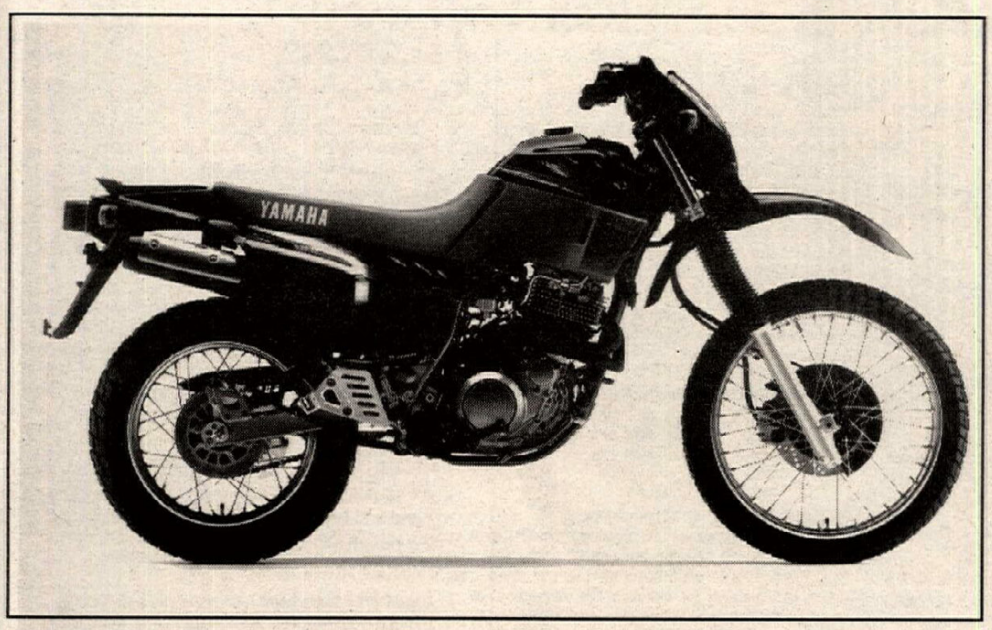
List Price: $3199
Displacement: 196cc
Engine type: Air-cooled, single-cylinder four-stroke
Bore x stroke: 67 x 55.7mm
Compression ratio: 9.5:1
Carburetion: 24mm Teikei
Ignition: CDI
Transmission speeds: 5
Starting system: Electric
Fuel capacity: 1.9 gal.
Wheelbase: 52.2 in.
Rake/trail: N/A
Seat height: 31.1 in.
Front tire: 130/80 x 18
Rear tire: 180/80 x 14
Front wheel travel: 6.3 in.
Rear wheel travel: 5.9 in.
Front brake: Drum
Rear brake: Drum
Final drive: Chain
Claimed dry weight: 260 lbs.

Yamaha XT225

List Price: $3599
Displacement: 223cc
Engine type: Air-cooled, single-cylinder four-stroke
Bore x stroke: 70 x 58mm
Compression ratio: 9.5:1
Carburetion: 34mm Mikuni
Ignition: CDI
Transmission speeds: 6
Starting system: Electric
Fuel capacity: 2.3 gal.
Wheelbase: 53.1 in.
Rake/trail: N/A
Seat height: 31.9 in.
Front tire: 2.75 x 21
Rear tire: 120/80 x 18
Front wheel travel: 8.9 in.
Rear wheel travel: 7.5 in.
Front brake: Disc
Rear brake: Drum
Final drive: Chain
Claimed dry weight: 238 lbs.

Yamaha XT350

List Price: $4099
Displacement: 346cc
Engine type: Air-cooled, single-cylinder four-stroke
Bore x stroke: 86 x 59.6mm
Compression ratio: 9.0:1
Carburetion: 26mm Teikei
Ignition: CDI
Transmission speeds: 6
Starting system: Kick
Fuel capacity: 3.2 gal.
Wheelbase: 55.9 in.
Rake/trail: N/A
Seat height: 33.7 in.
Front tire: 3.00 x 21
Rear tire: 110/80 x 18
Front wheel travel: 10 in.
Rear wheel travel: 8.7 in.
Front brake: Disc
Rear brake: Drum
Final drive: Chain

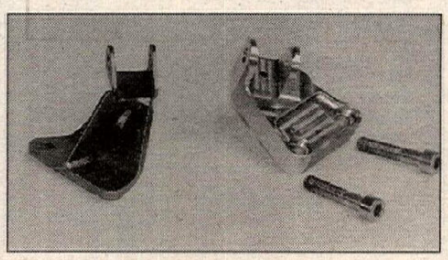


Yamaha XT600

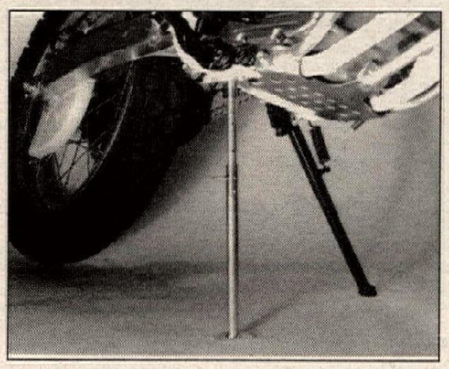
List Price: $4899
Displacement: 595cc
Engine type: Air-cooled, single-cylinder four-stroke
Bore x stroke: 95.5 x 84mm
Compression ratio: 8.5:1
Carburetion: 26mm Teikei
Ignition: CDI
Transmission speeds: 5
Starting system: Electric
Fuel capacity: 3.4 gal.
Wheelbase: 56.9 in.
Rake/trail: N/A
Seat height: 33.7 in.
Front tire: 90/90 x 21
Rear tire: 120/90 x 17
Front wheel travel: 8.9 in.
Rear wheel travel: 7.9 in.
Front brake: Disc
Rear brake: Disc
Final drive: Chain
Claimed dry weight: 342 lbs.

Accessories

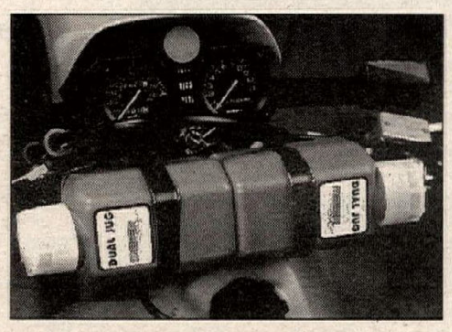
NATIONALIST ATTIRE
The **Fieldsheer Patriot off-road jacket** is totally waterproof and features a breathable Rainguard-membrane lining. The jacket incorporates a zip-out fleece liner along with a front zippered double wind flap with snap enclosure. The Patriot also features injected Temperfoam shoulder/elbow protection with Kevlar inserts on the elbow protector. The jacket is available in S-XXL and in colors Petrel/purple and Gun metal/orange. Retail price is $359.95. For more information contact Fieldsheer Inc., Dept. CN, 485 E. 17th St., Suite 400, Costa Mesa, CA 92627, 714/642-6877.



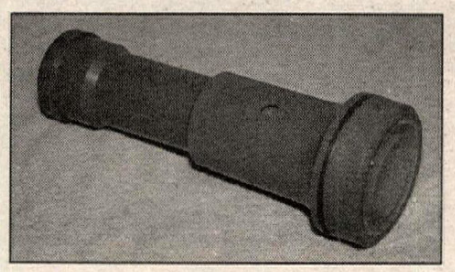
JEEZ, PEG!
Cycle Gear says that its extra-clearance **footpeg mounts** are a must if you want to race your Suzuki DR or DRS. The mounts feature heavy-duty brackets which raise the footpegs half an inch and reposition them slightly closer to the side cases, resulting in better handling in rutted conditions. The higher ground-clearance virtually eliminates peg dragging during cornering. New mounting hardware is included, but the stock pegs must be used. Available for all DR and DRS models in gloss black only, the suggested retail price for the mounts is $108.99. For more information contact Cycle Gear, Dept. CN, 303 43rd St., Richmond, CA 94805, 800/CYCLE GEAR.



LEAN ON ME
Motion Pro's **Quick Stand** can make trailside repairs of your dual sporter's front or rear tires much easier. The adjustable, tubular steel quick stand measures under 10 inches when collapsed - making it easy to store in a backpack or even on your motorcycle's frame - but it can be extended to just over 17 inches and propped under the frame opposite the sidestand to effectively create a centerstand. Moving the balance point allows you to quickly raise either wheel off the ground for repair. The Quick Stand retails for $32. For more information contact Motion Pro, Dept. CN, 119 Independence Dr., Menlo Park, CA 94025, 415/329-0427.

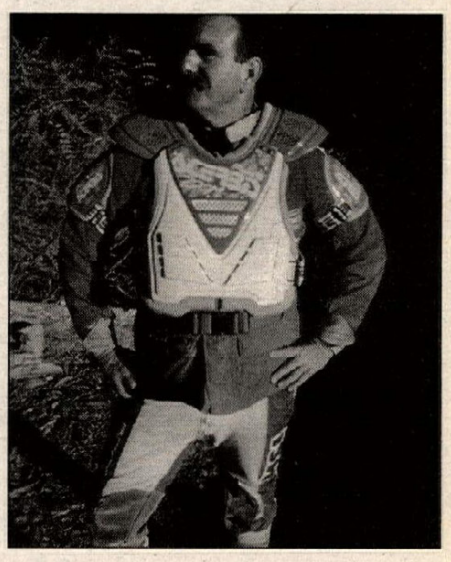


JUG-A-LUG
Maier Manufacturing's **Dual Jugs** are designed to carry 37 ounces of your favorite beverage or fuel to and from your dual sport destination. The blow molded jug comes with all the necessary hardware to install it on your bike's crossbar, and the jugs are compact enough that two can be carried side by side. Available in colors blue, white or red, the Dual Jugs have a suggested retail price of $26.15 each. For more information contact Maier Manufacturing USA, Dept. CN, 416 Crown Point Circle, Grass Valley, CA 95945-9089, 916/272-9036.



CALL OF THE WILD
Breaking down on the trail is no blast, especially if you are dual sporting alone and miles from nowhere (you should know better). If you are, **The Blaster** could be a handy device to have. It is a lightweight, easy to use and environmentally friendly sport and safety horn that is extremely loud. Blow into the small air hole on the side, and you can produce a 125-decibel shrill that is practically guaranteed to get *someone's* attention. Made of durable plastic, The Blaster can be broken down into two pieces to fit in a backpack or tool pouch. Suggested retail price is $10. For more information contact The Thompson Corporation, Dept. CN, 945 Garfield St., Oak Park, IL 60304, 708/524-0699.

DON'T BLOW IT
Flat tires suck. Period. But if you find yourself with a flat tire, and the nearest gas station was last seen 30 miles ago, you may be able to complete your loop if you have one of Progressive Suspension's **TRK-2 Emergency Tire Repair Kit**. The kit features Progressive's Moto-Pump, which utilizes cheap, readily available, threadless CO2 cartridges to reinflate repaired tubes or tires. Also included in the kit are patches, cement, plugs and a plugdriver to facilitate the repair of either inner tubes or tubeless tires. The kit is housed in a 4" x 5" nylon carrying case that can be looped on your belt or easily tucked in your fanny pack. Suggested retail price is $39.95. For more information contact Progressive Suspension, Dept. CN, 11129 G Ave., Hesperia, CA 92345, 619/948-4712.



DOLLY'S CHOICE
Maybe you have a big chest. There's nothing wrong with that. Or maybe you're a wimpy-man guy who would like to find a chest protector that will allow you to comfortably wear your dual sport jacket on underneath it. Either way, Acerbis USA's **Zoom Plus** chest protector is designed for you. Constructed of the same materials as Acerbis' Zoom chest protector, the Zoom Plus has a front panel that measures 1 3/4" higher and 2 1/2" wider, and a 1 1/4" taller rear panel to give you more room while retaining a high level of comfort and protection. Available in colors white and blue/white, the Zoom Plus retails for $139.95. For more information contact Acerbis USA, Dept. CN, 9402-A Wheatlands Ct., Santee, CA 92071, 619/562-1440.

CYCLE NEWS®

VIDEO THEATER

Order from the greatest selection of motorcycle video tapes available
FREE SHIPPING!

■ MOTOCROSS ■■■

(#65A) 1991 Motocross des Nations
Americans Stanton, Bradshaw, and Kiedrowski bring home the 11th straight gold medal for the USA in the deep sand of the Valkenswaard, Holland circuit. 60 minutes from Motovideo.

(#148) '91 USGP of MX 500cc/Glen Helen
Complete coverage of the '91 Glen Helen USGP as Bayle, Jeff Ward, and the top American stars put on a great show on a demanding course against the Euros in the final round of the series. 60 minutes from Motovideo.

(#150E) 1994 Gainesville AMA National MX
Round #1 of 250cc action from the sandy Gatorback Cycle Park track. 47 minutes from Motovideo.

(#151E) 1994 Sacramento AMA National MX
Round #2 of 250cc action from the 26th Annual Dirt Diggers M.C. Hangtown Motocross Classic. 47 minutes from Motovideo.

(#152E) 1994 Budd's Creek AMA National MX
Round #3 of 250cc action from Maryland's Budd's Creek MX Park. 47 minutes from Motovideo.

(#153E) 1994 Mt. Morris AMA National MX
Round #4 of 250cc action from the 18th annual High Point National MX in Mt. Morris, Pennsylvania. 47 minutes from Motovideo.

(#154E) 1994 Southwick AMA National MX
Round #5 of 250cc action from the sandy Motocross 338 track in Southwick, Massachusetts. 47 minutes from Motovideo.

(#155E) 1994 Buchanan AMA National MX
Round #6 of 250cc action from the hilly Red Bud Track 'n' Trail in southern Michigan. 47 minutes from Motovideo.

(#162) 1990 AMA Nat'l MX Season Review
Racing highlights from the 1990 season from all 13 outdoor MX Nationals on the AMA circuit. 90 minutes from Powersports Video.

(#162B) '91 AMA Nat'l MX Season Review
Follow the 13 stops on the 1991 AMA National MX Series as Mike Kiedrowski duels with Guy Cooper for the #1 plate title honors; 250cc and 500cc action follow the dominance of J.M. Bayle over Stanton, Ward, and Bradshaw. Approx. 2 hours (2-tape package) from Powersports Video.

(#162C) '92 AMA Nat'l MX Season Review
The definitive video review of the 1992 AMA National 125, 250 & 500 Motocross Series. Narrated by Larry Maiers; 90 minutes from Powersports Video.

(#162D) '93 AMA Nat'l. MX Season Review
Follow the highlights of the 1993 outdoor Nationals in all 3 classes, from Southwick, Gainesville, Sacramento, Mt. Morris, Unadilla, Buchanan, Glen Helen, Troy, Millville, Washougal, Delmont and Binghamton in the chase for the 125, 250 and last-ever 500 AMA National MX crowns. 90 minutes from Motovideo.

(#12) Dirt Devils
Roger DeCoster dissects some of the greatest MX battles: Axton '90 w/Cooper vs. Kiedrowski; Budd's Creek '90 w/Stanton vs. Ward; Mt. Morris '91 w/Stanton vs Bradshaw; Millville '91 w/Bradshaw vs. Bayle; Washougal '92 w/Swink vs. Emig. Additional "Hot Shots" focus on techniques for starts, passing and some spectacular crashes. Narration by Larry Maiers; 60 minutes from Powersports Video.

■ SUPERCROSS ■■■

(#301E) 1994 Orlando Supercross
Round #1 of 125cc and 250cc action from the Citrus Bowl in Orlando, Florida. 47 minutes from Motovideo.

(#302E) 1994 Houston Supercross
Round #2 of 125cc and 250cc action from the Astrodome in Houston, Texas. 47 minutes from Motovideo.

(#303E) 1994 Anaheim Supercross
Round #3 of 125cc and 250cc action from Angels Stadium in Anaheim, California. 47 minutes from Motovideo.

(#304E) 1994 San Diego Supercross
Round #4 of 125cc and 250cc action from Jack Murphy Stadium in San Diego, California. 47 minutes from Motovideo.

(#305E) 1994 Tampa Supercross
Round #5 of 125cc and 250cc action from the Citrus Bowl in Orlando, Florida. 47 minutes from Motovideo.

(#306E) 1994 Atlanta Supercross
Round #6 of 125cc and 250cc action from the Georgia Dome in Atlanta, Georgia. 47 minutes from Motovideo.

(#307E) 1994 Indianapolis Supercross
Round #8 of 125cc and 250cc action from the Hoosier Dome in Indianapolis, Indiana. 47 minutes from Motovideo.

(#308E) 1994 Charlotte Supercross
Round #9 of 125cc and 250cc action from Memorial Stadium in Charlotte, North Carolina. 47 minutes from Motovideo.

(#309E) 1994 Pontiac Supercross
Round #10 of 125cc and 250cc action from the Silver Dome in Pontiac, Michigan. 47 minutes from Motovideo.

(#310E) 1994 Minneapolis Supercross
Round #11 of 125cc and 250cc action from the Metrodome in Minneapolis, Minnesota. 47 minutes from Motovideo.

(#311E) 1994 Dallas Supercross
Round #12 of 125cc and 250cc action from Texas Stadium in Irving, Texas. 47 minutes from Motovideo.

(#312E) 1994 Seattle Supercross
Round #13 of 125cc and 250cc action from the Kingdome in Seattle, Washington. 47 minutes from Motovideo.

(#313E) 1994 San Jose Supercross
Round #14 of 125cc and 250cc action from Spartan Stadium in San Jose, California. 47 minutes from Motovideo.

(#314E) 1994 Las Vegas Supercross
Final Round #15 of 125cc and 250cc action from Sam Boyd Silver Bowl in Las Vegas, Nevada. 47 minutes from Motovideo.

(#325) Throttle for the Gold
The story of the 1990 Supercross Series: racing full throttle, crisscrossing the USA, Jeff Stanton, J. M. Bayle, Jeff Ward and the rest make 18 stops on the tour for the Supercross title. 45 minutes from Motovideo.

(#325A) Flight to the Finish
The review of the 1991 AMA Camel Supercross Series featuring the Coors Light Challenge as America's top racers chase the #1 plate around the country. 75 minutes from Motovideo.

(#325B) Airtime - Thrills of Supercross
A review of each round of the 1992 AMA Camel Supercross series as Jeff Stanton, Damon Bradshaw, Guy Cooper, Jeff Matiasevich, Jeff Ward and the rest go for the gold. 60 minutes from Motovideo.

(#325C) All Crossed Up
This review of the entire 1993 Supercross season sees the emergence of Jeremy McGrath as "the greatest Supercross rookie sensation" in history. Trying to achieve his own personal record, Guy Cooper tries all season for his first AMA Supercross win in his farewell tour of the series. 1993 also marks the final year for Damon Bradshaw, as he turns in his early retirement. 60 minutes from Motovideo.

■ TOURING & ROAD RIDING ■■■

(#10) 1990 AMA Heritage Homecoming
Captures the excitement of the opening of the AMA Motorcycle Heritage Museum in August 1990 in Columbus, Ohio. 60 minutes from Motovideo.

(#106A) 50 Years of Daytona
400,000 enthusiasts descended on Daytona for the 1991 50th anniversary of Bike Week. See the "Main Street" & Harley scene from the biggest year ever. 60 minutes produced by Panacom from Progressive Design.

■ ROAD RACING ■■■

(#78A) 1989 Bike GP Compilation
A review of the '89 FIM GP Road Racing season worldwide, as Lawson leads fellow Americans Rainey and Schwantz to sweep 13 US wins in 15 rounds. From Powersports Video.

(#78B) Rainey Days: 1990 GP Review
Follow Wayne Rainey's march to the title, from Suzuka to Phillip Island in this 105-minute blockbuster of an annual review. Probably the best Bike GP Review ever! From Motovideo.

(#78C) '91 GP Review: Another Rainey Day
Wayne Rainey dominates the GP Series for his 2nd consecutive World Championship. Excellent summary coverage from each circuit. 105 minutes from GP Video.

(#78D) 1992 GP Review
Wayne Rainey becomes the first rider since Kenny Roberts to win a third-consecutive 500cc GP World Championship as he assumes the title again in this review of the 1992 500cc GP Series. 3 hours from Duke Video USA.

(#78E) 1993 GP Review
A complete 3-hour video detailing the entire 1993 FIM 500cc Grand Prix Road Racing Series. Follow the triumph and heartbreak of the season with the top GP players including Mick Doohan's amazing comeback, Kocinski's triumphant return to the premiere 500 class, Wayne Rainey's triumph and tragedy, and the crowning of Kevin Schwantz for his first-ever World Championship. All 14 rounds are here - don't miss this great season review. 180 minutes from Duke Video USA.

(#81A) '90 Laguna Seca US Grand Prix
Rainey and Schwantz race clear of a crash-filled field featuring Lawson, Mamola, Gardner, Chili and Magee. 250cc action also included. 52 minutes from GP Video.

(#81B) '91 Laguna Seca US Grand Prix
Different from the NBC/ESPN broadcasts, this video includes complete coverage & commentary of 500 & 250 classes, sidecars too. 52 minutes from GP Video.

(#81D) '93 Laguna Seca US Grand Prix
John Kocinski raced the factory Cagiva to glory over Lucky Strike Suzuki's Alex Barros and Marlboro Roberts Yamaha's Luca Cadalora, confirming a straight flush of five American 500cc GP class winners at the California circuit. 55 minutes from Motovideo.

(#9) U.S. Grand Prix 1988
Real Grand Prix road racing for the World Championship revives in America as Steady Eddie Lawson and Fast Jimmy Filice beat the best at Laguna Seca. From Powersports Video.

(#41) Bike Experience
Race with Wayne Gardner as you crouch over the handlebars of a 200 mph Grand Prix Honda in actual race conditions! 60 minutes. From Powersports Video.

(#94C) 1992 Isle of Man TT
Fabulous racing in fabulous weather, a host of lap and race records and all the best action on and off the track are captured in this full length video review of TT '92. 115 minutes from Duke Video USA.

(#94D) 1993 Isle of Man TT
This action-packed video follows the champions of the Isle of Man on this 86th running of the TT. Unsurpassed race footage plus on-board cameras on bikes and sidecars put you in the hot seat! For the first time, we show on-screen RPM & speed data from one of the leading RVF Hondas. 100 minutes from Duke Video USA.

(#94E) 1994 Isle of Man TT
"The 11th Milestone"-Hundreds of entries from 19 countries, thousands of fans gathering on the Isle of Man from all corners of the globe, record-breaking race action - you'll see it all in this long-version 120 minute tape from Duke Video USA.

(#76) Rainey's Year - The Inside Story
Triple World Champion Wayne Rainey recalls the challenges, memorable moments and dramas of his 1992 season. From preseason testing to relaxing at his new California home after the final race, this video traces every stage of his difficult year. 75 minutes from Duke Video USA.

(#103A) Kevin Schwantz - World Champion
The terrific Texan finally acheived his goal in '93 after a tough season of highs and lows. Follow Kevin's rise to the World Championship title, and go behind the scenes with the champ, his family and the Suzuki team for an in-depth look at what makes Kevin Schwantz tick. 60 minutes from Duke Video USA.

(#137) 1991 Daytona 200
Enjoy a race that lived up to its billing and provided a fitting 50th birthday celebration for the most famous event in American motorcycle racing history. 60 minutes from Motovideo

(#137A) 1992 Daytona 200
Enjoy the drama as Scott Russell and Doug Polen duel to a photo-finish in one of the most exciting Daytona finishes in history. 60 minutes from Motovideo.

(#401A) '94 British World Superbike
Scott Russell, Carl Fogarty, Doug Polen and Troy Corser go head to head at the opening round of the '94 WSB Series at Donington Park. 47 minutes from Motovideo.

(#402A) '94 German World Superbike
Muzzy Kawasaki's Scott Russell shows impressive form in defending his WSB title in the second round of the series on the legendary Hockenheimring circuit. 47 minutes from Motovideo.

(#403A) '94 Italian World Superbike
Italian pride meets world-class talent as the factory Ducati riders mix it up with Muzzy Kawasaki's Scott Russell and Castrol Honda's Aaron Slight. The 3rd round of the series at Misano on a scorching-hot weekend was loaded with surprises, including mechanical failures, crashes and controversy over legality of top riders' race fuel. 47 minutes from Motovideo.

(# 404A) '94 Spanish World Superbike
Round #4 of the WSB series from Albacete, Spain. Scott Russell crashes in both legs, while Carl Fogarty capitalizes with two race wins for Ducati. 47 minutes from Motovideo.

(#405A) '94 Austrian World Superbike
Round #5 of the WSB series from the wide-open Osterreichring circuit in the Austrian Alps. Fogarty assumes the points lead for Ducati, Scott Russell has another off day, and Doug Polen puts the Honda RC45 on the podium. 47 minutes from Motovideo.

(#410) 1990 World SB Season Review
Compiled from the best moments of the 750cc World Superbike Series, the 1990 season review offers the most memorable and action-packed footage of each round. From triumph to defeat, across the vigorous tracks of the world, Honda, Yamaha and Ducati lead a fierce manufacturers' fight featuring their top racers: the America's Flying Fred Merkel, France's Raymond Roche, Britain's Rob McEinea, Italy's Giancarlo Falappa and Australia's Rob Phillis. 90 minutes from Powersports Video.

(#251) '94 Phoenix AMA National Road Race
Ferracci Ducati's Troy Corser established his dominance over the Superbike field at Phoenix on a track he had never before seen. Additional classes covered include 250GP, 600 SuperSport, 750 SuperSport, H-D Twinsports and more. Two 47-minute tape package (94 minutes total) from Motovideo.

(#252) '94 Pomona AMA National Road Race
After much protest & controversy, Troy Corser, Colin Edwards II, Takahiro Sohwa, and Jamie James got down to racing at the Pomona Fairplex facility. Second video covers highlights of action from 250GP, 600 SuperSport, 750 SuperSport, H-D Twinsports and EBC Challenge races. Two 47-minute tape package (94 minutes total) from Motovideo.

(#253) '94 Laguna Seca AMA Nat'l Road Race
Round #4 of the series from Monterey, California. Pascal Picotte steps into the limelight for his first Superbike win on the Ducati. Support classes include wins by Rich Oliver in 250GP, Mike Smith in 600 Supersport, and Shawn Higbee in TwinSports. Two 47-minute tape package (94 minutes total) from Motovideo.

(#254) '94 Road America AMA Nat'l RR
Round #5 of the series from Elkhart Lake, Wisconsin. Three different brands of Superbikes cross the finish line for the win - within 1 second. Three brands of 250cc GP bikes topped the podium at this event, too. Wide-open racing in every class. Two 47-minute tape package (Superbikes/Support Classes), 94 minutes total from Motovideo.

(#255) '94 Mid-Ohio AMA National Road Race
Round #7 of the series from Lexington, Ohio. New faces at the front of the pack created a lot of excitement in the Superbike class at Mid-Ohio. Miguel DuHamel put the Harley-Davidson in the lead for a while; at the finish, Vance & Hines Yamaha teammates James and Edwards dueled for the win. James also turned up to dice with Mike Smith throughout the 600 Supersports class for the win. Two 47-minute tape package (Superbikes/Support Classes), 94 minutes total from Motovideo.

(#256) '94 Brainerd AMA National Road Race
Colin Edwards wins one of the most exciting AMA Superbike races in history. DuHamel leads on the H-D VR1000 for several laps. Bonus tape includes 250GP, 600 Supersport, Harley TwinSports and EBC Challenge. Two 47-minute tape package (94 minutes total) from Motovideo.

(#257) '94 Sears Point AMA National Road Race
The Superbike points race tightened up as Troy Corser crashed the Ducati; Vance & Hines' Colin Edwards swooped to the day's win while teammate Jamie James inherited the series lead. Bonus tape includes action from all the support classes, as the points races tightened up in 600 Supersport and H-D Twinsports. Two 47-minute tape package (94 minutes total) from Motovideo.

(#258) '94 Road Atlanta AMA National Road Race
It all came down to the wire in a suspenseful finish to the '94 AMA Superbike title at Road Atlanta. Titles were decided in support classes, as well. Two 47-minute tape package (94 minutes total) from Motovideo.

■ SPEEDWAY ■■■

(#45C) 1993 US Speedway Nat'l C'Ship
America's top riders go head to head to see who will wear #1 in 1994. 60 minutes from RAZ Video.

(#102A) Speedway Ice World C'ships '91
The best riders on ice from the USA and the world meet at Tucson, Arizona to race for the I.C.E. World Championships. 60 minutes from RAZ Video.

■ DIRT TRACK ■■■

(#51) Scott Parker - Champion
From the 130-mph dirt track battlefields to the hot tub behind his house in Michigan, you'll travel with the champ en route to his third straight title, and get to know the man behind the Number One plate. 60 minutes from Motovideo.

(#180) #1 and Proud of It
A look at the rich history of the Harley-Davidson dirt track racing team from past to present. 60 minutes from Motovideo.

■ VINTAGE ■■■

(#19) Barry Sheene - Champion
Barry Sheene was arguably Britain's most famous 2-wheeled star. Sheene combined great ability on a motorcycle with a strong cockney character to become Britain's first motorcycle TV personality. This video profiles his career and lifestyle, including his 500cc World Championships and 750cc world Championship. 65 minutes from Duke Video USA.

(#20) Golden Mountain
1961 Isle of Man TT race features Mike Hailwood on the 250 Honda and the Manx Norton, and again in the 1963 Senior 500cc TT. Shows how the sport progressed in just two years. 52 minutes from Duke Video.

(#43) TT Tribute
Featuring Mike the Bike Hailwood on the ill-handling 500 Honda-4 dicing with Giacomo Agostini on the MV in the 1967 Isle of Man TT - classic racing at its best. 69 minutes from Duke Video USA.

(#115) Rendezvous at the Ring
This 45-minute video takes you back 33 years, to scenes of the old 14-mile Nurburgring circuit, with Geoff Duke's fabulous 4-cylinder Gilera battling the mighty BMW of Walter Zeller; also footage of the frightening Northern Ireland Ulster GP course. From Duke Video USA.

(#116) Racing into History
Four famous British circuits & legendary heroes: John Surtees on the MV at Brooklands in '58, challenged in '59 at Silverstone by a 19-year-old Hailwood; 17 brands of bikes race at Oulton; and the '58 Isle of Man TT. 55 minutes from Duke Video USA.

(#130) It's a Triumph
Manufacturing of the classic pre-unit Triumph motorcycle. 30 minutes from Motovideo

(#141) 1967 Hare & Hound Championship
Classic desert race with the big thumpers and "new" 2-strokes racing over 80 miles of the Mojave Desert. Featuring 800 desert racers including J.N. Roberts, Gary Conrad, Dick Vic, Whitey Martino. Produced by Bruce Brown Films; 37 minutes from KWB Marketing Group.

(#142) 1967 Hopetown 500cc Motocross
The 2nd international MX held in the U.S. The first visit to the U.S. by many of the top Europeans including Torsten Haliman, Dave Bickers, Joel Robert, and Roger DeCoster; also Americans like Eddie Mulder and Gary Conrad.

Includes sidehack racing. 45 minutes by Bruce Brown Films, from KWB Marketing Group.

(#143) 1967 Hopetown 250cc Motocross
250cc Hopetown action from 1967, also includes "powder puff" women's event. 25 minutes by Bruce Brown Films, from KWB Marketing Group.

(#144) 1968 Baja 1000
The 2nd running of the now legendary Baja race. Everything from VW vans to motorcycles, Ford Broncos to dune buggies are driven by everybody from Indy 500 winners to movie stars. Features Parnelli Jones, James Garner, Malcolm Smith, and more. 40 minutes by Bruce Brown Films, from KWB Marketing Group.

(#145) 1970 Ascot 100 Lap TT
J.C. Agajanian's 10th annual 100-lap classic held at Ascot and covered by more than 13 cameras. Made by Bruce Brown while filming "On Any Sunday." Features Mert Lawwill, Skip VanLeeuwen, and Dallas Baker. 30 minutes from KWB Marketing Group.

(#15) Mike Hailwood - Champion
Follow Hailwood's outstanding career from winning 3 TT's in 1961 at the age of 21, through 9 World Championship victories in the 60's with MV Agusta & Honda, to his amazing return to racing in the late 70's on Ducati, Yamaha & Suzuki machines. 60 min. from Duke Video USA.

(#16) Kenny Roberts - Champion
This video traces Kenny Roberts' outstanding racing career from the American dirt tracks to his debut and eventual domination of GP road racing in Europe. Kenny discusses the high & low points of his GP career and talks about his new life running a GP team. 69 minutes from Duke Video USA.

(#42) Classic Racer Experience
Join Team Obsolete's Dave Roper as they provide a rider's-eye view of racing their 1962 Matchless G50 during the '92 Manx Grand Prix around the Isle of Man TT circuit. 30 minutes from Duke Video USA.

(#8) Castrol History of Motorcycle Racing
This 3-tape/volume collector's set traces the definitive history of motorcycle racing from its earliest roots in Europe to today; Volume 1: How It All Began & the TT; Volume 2: Birth of the Grand Prix & The Japanese Arrival; Volume 3: The Other Champions & Pressure, Money and the Need to Win; total 192 minutes from Duke Video USA.

■ ENDURO & DUAL SPORT ■■■

(#77) 1989 International 6-Day Enduro
The 64th Annual ISDE from Walidurn, West Germany. 60 minutes from Powersports Video.

(#95) Paris To Dakar 1989
For 21 days, 241 bikes, cars and trucks raced and struggled to complete the formidable transcontinental "raid". See all the highlights from the ground and the helicopter cameras in this toughest race of all. 60 minutes. From Powersports Video.

(#110B) 1992 Blackwater 100
60 minutes from Motovideo.

(#110C) 1993 Blackwater 100
This special extended-length Blackwater video brings you all the mud bogs, river crossings, and difficult mountainous terrain on the infamous Blackwater 100. Narrated by Larry Maiers. 77 minutes from Motovideo.

(#190) 1993 LA to Barstow to Vegas
Join over 400 riders in the biggest dual sport classic of the year. Enjoy this legendary trail ride on Thanksgiving weekend 1993 as they ride from Los Angeles (Colton), California on Saturday, and continue from Barstow to Las Vegas on Sunday. If you rode this event, you're probably on this video! 110 minutes from After Images Video.

(#210) 1993 Colorado 500
Join the legends of motorcycle sport on the classic 18th annual invitation-only Colorado 500 trail ride. Features 5 days and 500 miles of the best trail riding in America. 90 minutes from L&M Productions.

(#211) 1994 Cycle News/Loretta Lynn Dual Sport Ride
Get in on the springtime fun at this round of the '94 AMA National Trail Ride Series at the scenic Loretta Lynn's Dude Ranch in Hurricane Mills, Tennessee. 60 minutes from Kern Video Productions.

(#212) The Trails of Colorado MC Trail Guide
Highlights of 18 different trail systems throughout Colorado. Excellent primer for trail riding and dual sporting in the Colorado Rockies. 90 minutes from L&M Productions.

■ INSTRUCTIONAL & TECHNICAL ■■■

(#11) Rick Johnson - Profile of a Champion
By John Bradley Entertainment. 78 minutes all about your favorite "Bad Boy." From Motovideo.

(#13) Riding Motocross - Glover Style!
Six-time National MX Champ takes you to his secret tracks and shows you how to master the art. 60 minutes from Motovideo.

(#17) How To Buy a Motorcycle
What to look for, to make sure you buy the used motorcycle that is right for you. 30 minutes from Motovideo.

(#18) "Showtime" Jeremy McGrath
It's America's supercross sensation, Jeremy McGrath, in his whirlwind video. Highlights Jeremy's record-breaking '93 season and gives you the inside scoop on Jeremy at practice and play in Southern California. If you're a big Jeremy McGrath fan, you'll have to own this up close and personal documentary. 90 minutes from Motovideo.

(#21) Fundamentals of Off-Road Riding
Dick Burleson covers suspension setup and fundamental riding technique. 42 minutes from DB Sports.

(#22) Advanced Techniques of Off-Road Riding
Dick Burleson explains advanced motorcycle setup and riding techniques for challenging terrain and obstacles. 26 minutes from DB Sports.

(#23) Practical Tire Changing
Dick Burleson shows how to make short work of changing off-road motorcycle tires, both with tubes and the popular bib mousse insert. 23 minutes from DB Sports.

(#27) This is Motorcycle Trials
Top trials riders Steve Colley and Sammy Miller explain and demonstrate the art of trials riding, from basic principles to winning techniques. This video also covers the development of trials bikes and the sport over the last 40 years. 60 minutes from Duke Video USA.

(#30) Cartridge Fork Service & Tuning
Dirt Rider Magazine's tech editor Eric Gorr shows you how to do comprehensive service and tuning on Kayaba and Showa cartridge forks. Applicable to dirt and street bikes. Includes bonus 10-page manual. 95 minutes from Forward Motion Video.

(#31) 2-Stroke Engine Design & Tuning
Dirt Rider magazine's Eric Gorr demonstrates how to use TSR computer programs to design cylinder porting, combustion chambers and pipes. Learn how to use porting tools and a lathe to machine engine parts. Includes bonus 30-page manual. 120 minutes from Forward Motion Video.

(#32) Two-Stroke Engine Rebuilding
Eric Gorr demonstrates how to rebuild the lower end of 2-stroke dirt bike engines. Learn techniques for transmission diagnostics & repair, plus handy tips for installing crankshafts & bearings. Supplemental manual included. 75 minutes from Forward Motion Video.

(#33) Rear Shock Service and Tuning
This video service manual by Eric Gorr is geared toward Kayaba and Showa single rear shocks used on many modern off-road and sport bikes. Learn everything from routine service to trouble-shooting and revalving. Supplemental manual features many helpful tech article reprints plus a guide to parts sources. 75 minutes from Forward Motion Video.

(#24) The Basics #1/Motorcycle Maintenance
Basic maintenance knowledge specifically for H-D motorcycles; applicable to most any brand. Includes information on spark plugs, identifying parts, charging systems, the drive chain and primary chain adjustment, bleeding your brakes and more. 60 minutes from Video Manuals.

(#25A) Big Twin Evo
How to do your own basic maintenance and tuning of your Harley-Davidson Big Twin Evolution model motor. Part of the "Chrome Don't Getcha Home" Video Series. 70 minutes from Video Manuals.

(#100) Rick Johnson's "Motovation"
Rick Johnson shows you how to approach the sport of MX his way, from mental preparation to physical training and riding technique. 70 minutes from Motovideo.

(#101) Mental Edge
Race Tech's Paul Thede explains why and how to condition your mind to become a faster off-road and motocross rider by "learning how to learn." 23 minutes from Race Tech.

(#108) A Twist of the Wrist
The definitive road riding & racing instructional video by Keith Code of the California Superbike School. This video translates the book into 14 sections to make you visualize with crystal-clear understanding the art of pavement technique. 107 minutes from Motovideo.

(#135) Street Smarts
The advanced course in urban street riding survival. This 55-minute video is full of tips and tactics gathered from riders who have had millions of miles experience, and from expert road racers who show you safety techniques you can apply to your street riding. From Street Smarts Video.

(#135A) Street Smarts II
Picks up where Volume 1 left off, and continues to give you useable street riding techniques and information from well-known riders such as Wes Cooley, Chuck Graves, David Emde, Cal Rayborn III and others who show you more safety techniques you can apply to your street riding. Also features new on-track race footage and on-bike sequences shot on the mean streets of Los Angeles. 45 minutes from Street Smarts Video.

(#135B) Street Smarts III: Danger Zones
"Danger Zones" takes a look at street riding tactics and some of the situations you may encounter on the street, so that when and if they occur, you already have a plan of what you might do to avoid an accident. This video will make you think before you are put on the spot. Contains on-bike footage, computer animation and interviews. 37 minutes from Street Smarts Video.

■ DRAG RACING ■■■

(#124) The Awesome Factor
This documentary captures the essence of professional Harley-Davidson drag racing through the AMRA Series. See the people who live & breathe racing, and the machines that take them to the edge. 60 minutes produced by Panacom, from Progressive Design.

■ CRASHES ■■■

(#66) Motocross Crash and Burn II
"The Music Video!" All new MX crash & burn footage featuring the latest, most outrageous over-the-edge mishaps ever set to music on videocassette. Great entertainment for all ages! From Motovideo, 35 minutes.

(#66A) Crash and Burn III
The third in the series from Motovideo, featuring 30 minutes of crashes from Supercross, Enduro, and Motocross.

(#147A) Bonzai Blackwater
"High Muddy Water" - the sequel to "Mud Wars" -features the latest footage from Blackwater '93 with the most current, thrilling, and spine tingling view of the insanity of this famous motorcycle and ATV extravaganza. 55 minutes from Motovideo.

(#176) Crash Impact
Disasters and mayhem from a variety of motorsports including superbikes, MX, supercross, NASCAR, mud bogs, monster trucks, Indycars, and power boats. 60 minutes from Powersports Video.

(#179A) Bike Wars
The most memorable moments of mayhem including Harleys, Superbikes, Dirt Track, Isle of Man, Hillclimb, Blackwater, Pro MX and more. 60 minutes from Powersports Video.

■ MOVIES ■■■

(#138) Easy Rider
This is the classic youth film of the 1960's which reflected the attitudes and longings of an entire generation. Two motorcyclists (Peter Fonda and Dennis Hopper) embark on a coast-to-coast odyssey in search of the real America. 94 minutes from Progressive Design.

(#139) The Wild One
What's Johnny rebelling against? "What have you got," he sneers as an angry young Marlon Brando scorches the screen in this powerful '50s cult classic. 79 minutes from Progressive Design.

(#140) On Any Sunday
Bruce Brown's classic 1971 film which covers virtually every form of motorcycle competition from the AMA's Grand National Tour to Motocross; Desert Racing to Ice Racing; the ISDT to the Widowmaker Hillclimb; the Bonnneville Salt Flats to the Elsinore Grand Prix- 90 minutes from KWB Marketing Group.

(#181) Heavy Duty: 90 Years w/ H-D
An all-around look at the H-D mystique, from the 90th anniversary celebration in Milwaukee to Sturgis and Daytona; a look at the various big twin designs, a tour of the Milwaukee factory, custom built Harleys and racing, too...Harley drag racing, dirt track and road racing, including some spectacular crashes. 70 minutes from Duke Video USA.

What's New?...

- ★ 1994 Brainerd AMA National Road Race
- ★ 1994 Sears Point AMA National Road Race
- ★ 1994 Road Atlanta AMA National Road Race
- ★ 1994 Orlando Supercross
- ★ 1994 Houston Supercross
- ★ 1994 Anaheim Supercross
- ★ 1994 San Diego Supercross
- ★ 1994 Tampa Supercross
- ★ 1994 Atlanta Supercross
- ★ 1994 Indianapolis Supercross
- ★ 1994 Charlotte Supercross
- ★ 1994 Pontiac Supercross
- ★ 1994 Minneapolis Supercross
- ★ 1994 Dallas Supercross
- ★ 1994 Seattle Supercross
- ★ 1994 San Jose Supercross
- ★ 1994 Las Vegas Supercross

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Return of a classic

Malcolm Smith (0) showed up for the historic return of the Viewfinders GP, and turned in a win in the Magnum class.

By Chris Jonnum
Photos by Van Isaacson

CASTAIC, CA, NOV. 5-6

"I was riding sacred this weekend!" Those were the words of Jimmy Lewis, after he won two classes at the Viewfinders Grand Prix, and he wasn't just bragging. The Cycle World magazine editor was simply on fire at the historic event, held in the scenic Lake Castaic State Park.

The popular GP was making its return after a seven-year hiatus, and while the venue was different from the traditional Riverside International Raceway, no one was complaining. The 10-mile course included such sections as a grass-lined bike path through the park, a sandy jaunt down the lake's beach, a lap around the Castaic Motocross Track and a high-speed run along an off-camber, cement waterbreak. As with the Riverside races, the Castaic event featured starting waves of four riders each on an asphalt road. Competitors were timed separately and sorted by computer to determine results.

"We'd been looking for a location that was exciting enough to hold this race," said event coordinator Ken Boyd. "One of our members is into mountain biking, and when he attended an event at Castaic, he asked the Park Service if they would be interested in having us hold an event. They said they would."

Each of the approximately 600 entries - along with spectators and pit crews - paid an eight-dollar gate fee, all of which went to the Park. In addition, the club members quelled environmental concerns by helping to rehabilitate the course immediately following the last race.

"We had to ensure the Park Service that we were very serious about doing this," said Boyd. "We had to ensure them that we could bring people in who would behave themselves and not dirty up the park. Everything was put back to original condition and we got a lot of compliments about how well everything went. I just can't say enough about what a fantastic job the club members did."

"It's pretty neat to be able to have a motorcycle event in this kind of a place," said Lewis. "The spectators could hang out on the beach or the grass, and check out all the action. I never got to race in any of the old Viewfinders GPs, but I wish I did."

Lewis' feelings were verified by most of the riders present, despite a slow sign-up line and an extremely dusty uphill.

The weekend didn't get off to such an auspicious start for Lewis, as he missed out on the Unclassified win by a mere two seconds. The winner was none other than Mike "Mouse" McCoy, the former mini sensation who used the event to make his comeback. Mounted on an older Honda CR and dressed in an old set of red JT apparel, McCoy looked impressive on his way to the win. Casey Lytle, Keith O'Neal and Mike Shoemaker followed.

Lewis returned in the Dual Sport division, in which he rode a KTM LC-4 400. "I was riding a stock bike, so I started three or four rows back," said Lewis. "There were two guys that I never caught, but I knew I was putting time on them."

Putting time on them he was, as Lewis collected the win over Robb Mesecher with nearly a minute to spare. Robert Baehr was third overall in the race, which included Vintage, Classic and Modified Dual Sport divisions. Dual Sporter magazine honcho Damon Powell and Mark Mangold completed the top five.

With the Pro race being cancelled due to a lack of entries, the fans would have to be satisfied with Sunday's 125/250/Open race, which would feature the much anticipated showdown between Lewis and McCoy.

Lewis started off a couple of rows from the front, and struggled with dust for the early part of the first lap. "I caught most of the people before the silt, but there were a couple of guys ahead of me, and the dust was incredible," said Lewis. "I caught Todd Hoy on the beach and yelled at him; he got out of shape and rode off into the bushes. After that I just picked my way through the dust for the rest of the race."

McCoy was handicapped by a starting position that was further back, but he still completed the seven laps in one hour and 45 minutes - 48 seconds off the pace of Lewis. Oarkley Lehman, supercrosser Shane Trittler and Casey Lytle completed the top five.

A much appreciated appearance was made by off-road legend Malcolm Smith, who won the Magnum category despite a "freezing up" on the motocross section. "I can do the same jumps off-road, but there's something about being on a motocross course," said Smith afterwards. "This is a great facility, because the family can come along and watch in a pleasant atmosphere. I just want to encourage the Viewfinders to keep doing this, and that's why I came out. I never rode at Riverside, but I rode Grands Prix at Elsinore and Soboba, and I really like the format. It would be nice if they could have it a little bit later in the year, so they might get some moisture on the ground."

Many of the riders were wondering if the event would make a return next year, and club president Van Isaacson says that things are looking positive. CN

Viewfinders Grand Prix
Castaic, California
Results: November 5-6, 1994

U/C: 1. Mouse McCoy (Hon); 2. Jimmy Lewis (Yam); 3. Casey Lytle (Hon); 4. Keith O'Neal (Hon); 5. Mike Shoemaker (Kaw).

L/W S/H: 1. Ed Hall/Brady Budd (Hon); 2. Mike Burns/Bob Morgan (Hon); 3. Jeff Anders (Hon); 4. Damon Doherty (KTM); 5. Don Harte/Rich Stiff (Hon).

H/W S/H: 1. Scott Gregory/Glen L'Heu (BSE); 2. James Porcaro (Tri); 3. Ron Whitaker (Hon).

D/P STK: 1. Jimmy Lewis (KTM); 2. Damon Powell (Hon); 3. Erik Mattson (Hon); 4. J.D. Lavancil (Hon); 5. Jeremy Hoerning (Hon).

D/P MOD: 1. Robb Mesecher (Hon); 2. Robert Baehr (Hon); 3. Mark "Stick Figure" Mangold (Hon); 4. James Fryslie (Hon); 5. John Ossenkop (Hon).

CLSC: 1. George Pennington (Hon); 2. Jim Borden (Hus); 3. James Ditson (Yam); 4. Brian Wenzel (Hus).

VINT: 1. Allen Wenzel (BSA); 2. Rudy Abele (CZ); 3. J.R. Bilotta (Pen); 4. Larry Emge (Hus); 5. Chris Frei (Yam).

250 EX VET: 1. Mike Shoemaker (Kaw); 2. John Ferro (Hon); 3. John Rudder (Yam); 4. John Braasch (Kaw); 5. Willie Kennedy (Suz).

250 AM VET: 1. Jeff Clark (Suz); 2. Damon Powell; 3. Joseph Villegas (Hon); 4. Steve Nakamoto (Yam); 5. Larry Gross (Yam).

250 NOV VET: 1. Don Bizzy (Kaw); 2. Richard Chouinard (Hon); 3. Andrew Gaiger (Hon); 4. Scott Nolind (Hon); 5. Kirt Goldic (Hon).

250 BEG VET: 1. Clay Friedman (Hon); 2. Bob Baron (Hon); 3. Rick Huth (Hon); 4. Gregory Ellis (Hon); 5. Martyn Atkins (KTM).

OPEN EX VET: 1. Robb Mesecher (Hon); 2. Tony Megla (Hon); 3. Marc Cartwright (Kaw); 4. Ron Bragden (Hon); 5. Robert Betke (Hon).

OPEN AM VET: 1. Tom Finch (KTM); 2. Devin Carson (Hon); 3. Roger Barnes (Kaw); 4. William "Trail" Blocher (Hus); 5. Ken Reber (Hon).

OPEN NOV VET: 1. Mark Sirota (Hon); 2. Stewart Kilgore (Hon); 3. Jamie Mitchell (Kaw); 4. Bob Rundquist (Kaw); 5. Woody Lindsay (Hon).

OPEN BEG VET: 1. Chris Percaw (Hon); 2. Perry Melrllo (Suz); 3. Todd Phipps (Hon); 4. Mike Blair (Hon); 5. Bradley Farrow (KTM).

MINI EX: 1. Kevin Hayden (Kaw).

MINI AM: 1. Dusty Walters (Yam); 2. Tim Merritt (Kaw); 3. Morgan Crawford.

MINI NOV: 1. Charle Powell III (Hon); 2. Mike Meadows (Hon); 3. Bryan Long (Yam).

WMN EX: 1. Susan Donaldson (Hon); 2. Michelle Cassella (Kaw); 3. Heather Horne (Yam); 4. Lori Conway (Hon); 5. Linda Smart (Yam).

WMN AM: 1. Kim Quinn (Kaw); 2. Mary Sullivan (Kaw).

WMN NOV: 1. Kelly Callan (Suz); 2. Frosty Cannon (Kaw); 3. Teresa Gilleland (Kaw); 4. Erika Chase (Kaw).

OPEN EX: 1. Joe O'Hara (Hon); 2. Daniel Schaif (Kaw); 3. Paul Shafer (Hon); 4. Todd Hay (KTM); 5. Robert Dunlop (Yam).

250 EX: 1. Jimmy Lewis (Kaw); 2. Mouse McCoy (Hon); 3. Oarkley Lehman (Hon); 4. Shane Trittler (Suz); 5. Casey Lytle (Hon).

125 EX: 1. Quint Betts (Kaw); 2. John Braasch (Kaw); 3. Steve Ogren (Yam); 4. Brian Davis (Kaw); 5. Ken Harman (Kaw).

OPEN AM: 1. Rick O'Donnell (Hon); 2. David Crabtree (Kaw); 3. Ken Reber (Hon); 4. Jeremy Hoerning (Hon); 5. Anthony Pico (Hon).

250 AM: 1. Mat Bateman (Yam); 2. Dustin Householder (Yam); 3. Rick Moniot (Yam); 4. James Merrick (Hon); 5. Don Barker (Yam).

125 AM: 1. Dave Wentz (Yam); 2. Jerry Jacobsen (Hon); 3. John Flores (Hon).

OPEN BEG: 1. Jamie Lewis (Hon); 2. Duane Katz (Hon).

250 BEG: 1. Mike Johnson (Hon); 2. Brian Pinard (Yam); 3. Robert Barbour (Suz); 4. Dan Holtz (Hon); 5. Chris Prokodow (Yam).

125 BEG: 1. Jeff Nolan (Kaw); 2. Clint Van Eps (Kaw); 3. Brian White (Hon); 4. Scott "Inspector" Rousseau (Suz); 5. Jeremy Ferro (Suz).

OPEN NOV: 1. Nick Athans (Kaw); 2. Tom Petrus (Hon); 3. Michael Ragan (KTM); 4. Andy Ward (Hon); 5. Chuck Meals

250 NOV: 1. Mike Johnson (Hon); 2. Brian Pinard (Yam); 3. Robert Barbour (Suz); 4. Dan Holtz (Hon); 5. Chris Prokodow (Yam).

125 NOV: 1. Tim Rufi (Hon); 2. Lance White (Yam).

MAG EX: 1. Malcolm Smith (KTM); 2. Ray Bandfield (Kaw); 3. Terry McDonald (Idu); 4. Albert Hull (Yam); 5. David Atkinson (Suz).

MAG AM: 1. Jack Sabine (Hon); 2. John Fuller (Yam); 3. Larry Mason (Yam); 4. Herb Fish (Kaw); 5. Art Whitney (Hus).

MAG NOV: 1. Fred Weedman (Hus); 2. Peewee Thomas (Hus); 3. Donald Morrison (KTM); 4. Ron Kelley (Hon).

S/SR EX: 1. Bill Staley (Yam); 2. Willie Eveland (Kaw); 3. Art Bence (Hon); 4. Norm Stuart (Hon).

OPEN SR EX: 1. Bill Maxim (Kaw); 2. Scott Smith (Hon); 3. Mike Martin (Kaw); 4. Greg Winkel (Hon); 5. Randy Martin (Kaw).

250 SR EX: 1. Terry Davis (Kaw); 2. Ken Ehlers (Yam); 3. Gary Garland (Yam); 4. Jack Labrum (Hon); 5. Steve Thompson (Kaw).

250 SR AM: 1. David Rees (Hus); 2. Monte "The Madman" Prichett (KTM); 3. Jim Borden (Hus); 4. Hanns Michael Botz (KTM); 5. Michael Wills (Hon).

OPEN SR NOV: 1. Dennis Smith (Hon); 2. Greg Powell (Hon); 3. J. Craig Williams (Hon); 4. Scott Hansen (Hon); 5. Aaron Oedewaldt (Hon).

250 SR NOV: 1. Steve Gordon (Suz); 2. Chuck Rust (Yam); 3. Robert Gurga (Hon); 4. Douglas Stephens (Yam); 5. Mark Obert (Hon).

250 SR AM: 1. Robert Scapa (Hon); 2. Mike Ferro (Suz); 3. John Chapman (Kaw); 4. Mike Boal (Suz); 5. Gary Feener (KTM).

OPEN SR BEG: 1. Mark Abbatoye (Kaw).

250 SR BEG: 1. Mike Bergantz (Suz); 2. James Veillette (Yam).

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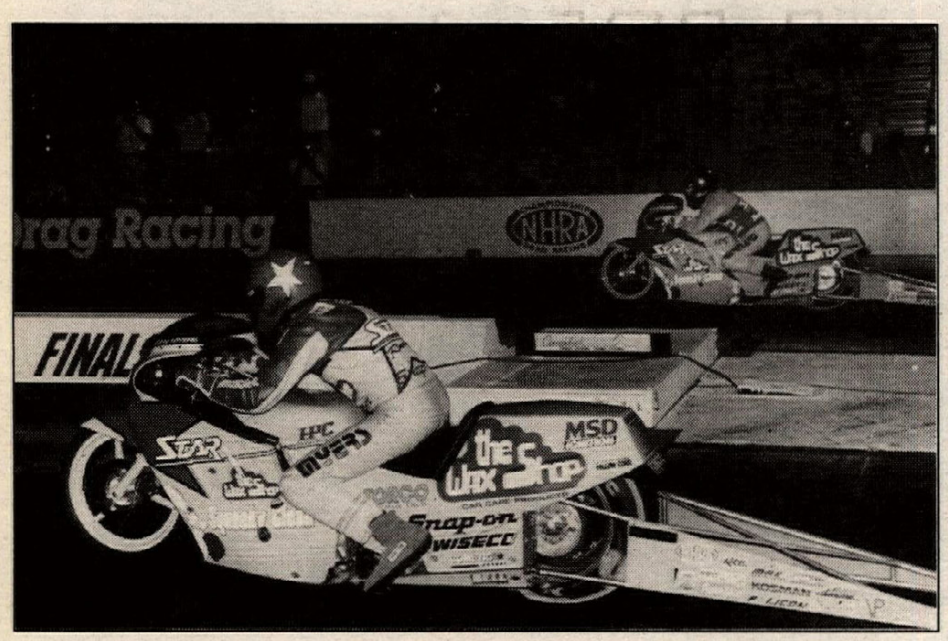

(Above) In an all-Star Racing final, John Myers (near lane) defeated a red-lighting Jim Bernard (far lane) for the Pro Stock win at the NHRA Winston Select Finals in Pomona, California. (Left) Russ Lombardo (22) rounds the first turn ahead of overall winner Eric Flagg (3f) in 125cc Amateur class action at the Bridgehampton motocross facility. Flagg went 1-2 on the day.

NHRA Winston Drag Racing Series: Final Round

Myers goes out a winner at Winston Select Finals

By Todd Veney

POMONA, CA, OCT. 27-30

It came long after it was too late to tilt the NHRA Winston Championship in his favor, but at least John Myers can take comfort that his win at the Winston Select Finals, the last event of the most lopsided season in Pro Stock history, meant that the event *didn't* fall to Dave Schultz, as nine of the first 10 had.

Instead, Myers, drag racing's second-most prolific rider and the only one other than Schultz to win all year, won his second NHRA National event title of 1994 at Pomona Raceway, the one-time parking lot for the Los Angeles County Fairplex in Pomona, California. Myers' win was the first by anyone other than Schultz since Myers himself won the Gatornationals in Gainesville, Florida, eight months, eight events, and 34 consecutive Schultz round-wins ago.

"This really gives me something good to think about all winter," said Myers, who knew that feeling three other times in his career - when he won the 1989, 1990, and 1991 Winston Finals in his first three years with George Bryce's Star Racing Pro Stock team. "This is the perfect way to end the season for me and for our whole team," said Myers.

For Bryce, the final round was even more gratifying because the runner-up, Jim Bernard, also was also aboard a Star Racing Suzuki GSXR in the first all-Star Racing team final. Myers reacted first and inched ahead of Bernard with each shift, 7.621/171.65 to 7.64/175.06 for his 19th career NHRA National event title.

"I could see that he got me on the (Christmas) tree, and I knew that was probably going to be it for me," said soft-spoken Bernard, who has two victories and 10 runner-up finishes in his career.

Myers won each of their previous six finals, from 1990 to 1992, before the two became Star teammates.

Bryce almost had to be restrained after Bernard won the semifinals over Schultz, who red-lighted by the heartbreaking margin of just four-thousandths of a second. Bryce danced around the starting line and practically skipped back to the pits to prepare the identical Wax Shop/Snap-On Suzukis for the last round of the year.

"This definitely is not the way I wanted to end my season," said the always competitive Schultz, whose only other National-event defeat of 1994 had come on another aggravating, close, foul start. "I'm not going be happy about this until I win another race."

The loss was just his second in his last 17 starts, dating back to the Mile-High Nationals in the summer of 1993.

Results

John Myers (Suz) 7.62/171.65 def. Jim Bernard (Suz) 7.64/175.09 foul.

NHRA WINSTON PRO STOCK POINTS FINAL STANDINGS: 1. David Schultz (12492); 2. John Myers (9266); 3. Jim Bernard (7788); 4. John Smith (6986); 5. Michael Phillips (6124); 6. Hector Arana (5000); 7. Russ Nyberg (4986); 8. John Mafaro (4152); 9. Ron Ayers (4056); 10. Paul Gast (3936).

Hansen tops Mosier Valley MX

By A. Phee

EULESS, TX, OCT. 30

Joel Hansen rode aggressively to take the 250cc Beginner class on his Kawasaki during round four of the GNC Top Texan Series at Mosier Valley Motocross Park.

In moto one of the 250cc Beginner class Hansen flew into the lead, as Charles Rosin, Scott Wheeler and Arthur Perez followed. By the end of lap one, Hansen had a four-second lead and Wheeler moved into second, forcing Rosin back to third. On the second lap Hansen continued to pull out his lead as Rosin retook second.

Hansen had an eight-second lead on the last lap, and he held it to the finish. Rosin ran second, as Perez closed in on Wheeler for third. With a half lap to go the race for third became a four-way battle between Wheeler, Perez, Dwayne Rowan and Jerry Lancaster. At the finish Wheeler held on for third, as Lancaster moved up from sixth to take fourth at the flag.

In moto two it was Wheeler with the holeshot while Husqvarna rider Steve Jones grabbed second, Perez third and Lancaster fourth. Rowan took over fourth position in the back section before the completion of lap one.

By lap two, Rowan had moved all the way up to second, and Hansen went into fourth after a midpack start. On lap three, Hansen took third over the finish-line jump and continued his charge to the front, moving into the lead after he tangled with Wheeler in the U-turn after the tabletop. Wheeler went down, allowing Yamaha rider Dennis Manchack to inherit second. Rowan grabbed third and Lancaster was fourth.

At the finish Hansen scored the win, followed by a fast-closing Manchack, Rowan and Lancaster.

Ben Gary put his Yamaha on top of a very competitive 125cc Open class. Gary finished second to Daniel Patton in moto one and Jesus Marquez in moto two to post the overall win via a consistent 2-2 score.

Results

50 1. Jonathon Kerr (Yam); 2. Brandon Thompson (Yam); 3. Andrew Jansing (Yam); 4. Guinn Harris (Yam); 5. Cody Dickey (Yam).

60: 1. Chase Reed (Kaw); 2. Matt Hunter (Kaw); 3. Logan Williams (Kaw); 4. Cody Dickey (Kaw); 5. Matthew Pullen (Kaw).

80 BEG: 1. Patrick Wright (Kaw); 2. Nathan Belz (Kaw); 3. Bryan Piccirelli (Kaw);
4. Dustin Canterll (Yam); 5. Jay Barnhart (Yam).

80 JR (7-11): 1. Dusty Fountain (Kaw); 2. Chase Reed (Kaw); 3. Matthew Fleetwood (Kaw); 4. Matt Hunter (Kaw); 5. Logan Williams (Suz).

80 SR (12-13): 1. Beau Boynton (Kaw); 2. Mark Thompson (Suz); 3. Jake Jones (Kaw); 4. Ryan Wallace (Kaw); 5. Scotty Trimble (Yam).

80 SR (14-16): 1. Andre Johnson (Suz); 2. Chris Smith (Yam); 3. Michael Brock (Suz); 4. Zack Christian (Suz).

80 OPEN: 1. Beau Boynton (Kaw); 2. Dusty Fountain (Kaw); 3. Chase Reed (Kaw); 4. Andie Johnson (Suz); 5. Mark Thompson (Kaw).

125 BEG: 1. Chris Brannon (Hon); 2. Jason Watts (Hon); 3. Chuck Milner (Hon); 4. Rex Thomas (Kaw); 5. Rhett Wickard (Kaw).

125 NOV: 1. Jesus Marquez (Kaw); 2. Zack Simpkins (Hon); 3. P.J. Hatton (Kaw); 4. Ricky Moreno (Yam); 5. Daniel Patton (Kaw).

125 INT: 1. Sprint Haynes (Hon); 2. Chris Cadieux (Suz); 3. Ben Gary (Yam); 4. Jason Eckhoff (Suz); 5. Jason Artinger (Kaw).

125 OPEN: 1. Ben Gary (Yam); 2. Jesus Marquez (Kaw); 3. Jason Artinger (Suz); 4. Daniel Patton (Kaw); 5. Ricky Moreno (Yam).

250 BEG: 1. Joel W. Hansen (Kaw); 2. Charles Rosen (Hon); 3. Jerry Lancaster (Kaw); 4. Dennis Manchack (Yam); 5. Dwayne Rowan (Kaw).

250 NOV: 1. John Sheffield (Yam); 2. Keith Beaty (Kaw); 3. Todd Watson (Hon); 4. David Chandler (Yam); 5. Steve Jones (Yam).

250 INT: 1. Sprint Haynes (Hon); 2. Jason Eckhoff (Suz); 3. Mike Battaile (Yam); 4. Mike Boliver (Kaw).

250 OPEN: 1. Sprint Haynes (Hon); 2. Mike Battaile (Yam); 3. Bill Harrington (Suz); 4. Alan Reed (Hon).

500: 1. Ray Jennings (Yam); 2. Allen Reed (Hon); 3. James Stainton (Kaw); 4. Kelly Fleetwood (Kaw); 5. Hank Hodes (Kaw).

0-25 NOV: 1. Brian Smith (Hon); 2. David Chandler (Yam); 3. Chris Stitham (Kaw); 4. Dwayne Domitoe (Hon); 5. Dale Milner (Hon).

0-25 INT: 1. Jeff Case (Hon); 2. Mark McNeil (Yam); 3. Hank Hodes (Kaw); 4. Ray Jennings (Yam); 5. Tommy Dickey (Yam).

0-25 EX: 1. Willie Phee (Hon); 2. Kent Elier (Kaw).

0-30 NOV: 1. Kelly Fleetwood (Kaw); 2. Chris Stitham (Kaw); 3. Darrell Bishop (Kaw); 4. Cliff Rigby (Hon); 5. Jack Yost (Kaw).

0-30 INT: 1. Hank Hodes (Kaw); 2. Jerry Joiner (Kaw); 3. Steven Chappell (Kaw); 4. Todd Watson (Hon); 5. Jeff Haney (Hon).

0-30 EX: 1. Willie Phee (Hon); 2. Dave Alsobrook (Kaw); 3. Chris Prichett (Hon); 4. Ray Arnold (Hon).

0-40: 1. Rocky Miller (Hon); 2. Darrell Bishop (Kaw); 3. Jeff Haney (Hon); 4. Jim Ricci (Suz); 5. Kathy Martinez (Yam).

Morgan sweeps Hanrahan Memorial Motocross

By Don Brewer and Larry Erfman

BERTHOUD, CO, OCT. 16

Shawn Morgan won five of six Pro motos and all three Pro classes at the Ragged Edge Racing-promoted Robert Hanrahan Memorial MX in Berthoud, Colorado.

Jared Carlson beat Morgan in moto one of the 125cc Pro class. After Morgan had trouble, he was unable to make up the distance that Carlson put between himself and the rest of the pack. However, Morgan finished an impressive second. Moto two saw Morgan set a blistering pace for the win, followed by Carlson and Andy Atkins.

Brian Sharp got the holeshot in moto one of the Vet Pro class and led the first three laps before surrendering the lead to Dave Newell. Shawn Smith was next to pass Sharp with Boo Stichter not far behind. Before the halfway point, Stichter had passed Smith to move into second. Smith pressured Stichter for second until the last lap when Smith swapped and had to settle for third behind the winner Newell and Stichter.

In the second Vet Pro moto, it was Newell with the holeshot followed by Stichter and Smith. It looked like it was going to be a repeat of moto one until about the halfway point where Newell pulled over to catch his breath, letting Stichter and Smith by. The two battled until the last lap where Smith made a last-ditch effort to take the lead and crashed, letting Newell by and giving Jim Eckert the chance to make up valuable time. Eckert then passed Smith at the very end, moving Smith to fourth and giving him third in moto two and overall. Stichter and Newell finished first and second, respectively.

Stichter and Newell both came out of retirement to race the Hanrahan Memorial race in memory of Robert Hanrahan who died April 28, 1993. Hanrahan had earned Colorado's number-one Pro plates for Vet Pro and Open Pro in 1992.

Results

50: 1. Thomas Syman (Yam); 2. Michael Moen (Hon); 3. Taylor Court (Suz); 4. Joshua Pozsgai (Hon); 5. Kriss Kehl (Yam).

60: 1. Brady Sharp (Kaw); 2. Nathan Sharp (Kaw); 3. Justin Berger (Yam); 4. Brandon Risk (Kaw); 5. Zach Wertz (Yam).

80: 1. Chad Sharp (Hon); 2. Josh Funge (Kaw); 3. Matt Whitmarsh (Suz); 4. Josh Perriton (Hon); 5. Blake Woodman (Hon).

125 NOV: 1. Justin Velder (Kaw); 2. Landon Moody (Suz); 3. Travis Smith (Yam); 4. J.T. Brewer (Hon); 5. Robert Krautkramer (Suz).

125 B: 1. Todd Fletcher (Suz); 2. Brent Eggers (Hon); 3. Jim McChesney (Kaw); 4. Steve Trujillo (Yam); 5. Norm Handley (Suz).

125 PRO: 1. Shawn Morgan (Kaw); 2. Jared Carlson (Kaw); 3. Josh Kellogg (Kaw); 4. Andy Atkins (Kaw); 5. Jeremy Middaugh (Kaw).

250 NOV: 1. Greg Baade (Hon); 2. Greg Sharpe (Kaw); 3. Chris Doerfler (Yam); 4. Andy Riordan (Kaw); 5. Joe Pena (Yam).

250 B: 1. Todd Heeren (Hon); 2. Todd Fletcher (Kaw); 3. Chad Porter (Kaw); 4. Dennis Baca (Suz); 5. Mark Borgen (Kaw).

250 PRO: 1. Shawn Morgan (Kaw); 2. Jared Carlson (Kaw); 3. Andy Atkins (Kaw); 4. Josh Kellogg (Kaw); 5. Derek Brown (Kaw).

OPEN NOV: 1. Greg Sharpe (Kaw); 2. Steve Verlton (Kaw); 3. Andy Riordan (Kaw); 4. Mark Zimmerman (Hon).

OPEN B: 1. Eric Potter (Hon); 2. Mark Borgen (Kaw); 3. Chad Porter (Kaw); 4. Glen Sharp (Hon); 5. Snuff McCoy (Hon).

OPEN PRO: 1. Shawn Morgan (Kaw); 2. Jared Carlson (Kaw); 3. Brian Sharp (Hon); 4. Kevin McGee (Hon); 5. Derek Shaffer (Hon).

VET NOV: 1. Greg Baade (Hon); 2.Steve Shaver (Yam); 3. Jim Wyman (Suz); 4. Joseph Espinosa (Yam); 5. Craig Buck (Yam).

VET B: 1. Pat Leahy (KTM); 2. Rus Coleman (Yam); 3. Byron Wolf (Yam); 4. Dan Logan (Hon); 5. Pete Edmistan (Hon).

VET PRO: 1. Boo Stichter (Hon); 2. Dave Newell (Kaw); 3. Jim Eckert (Hon); 4. Shawn Smith (Yam); 5. Dave Danko (Yam).

40+: 1. Pete Edmistan (Hon); 2. Ed Perriton (Hon); 3. Bart Kellogg (Hon); 4. Terry Frydendell (Yam); 5. Rick Oppermann (Hon).

WMN: 1. Brookie Renker (Hon); 2. Pam Cook (Hon); 3. Sharlette Oppermann (Kaw); 4. Carrie McCarthy (Yam).

VINT: 1. Ron Crane (Hon).

Trio takes 13 wins at Leisure Time Grand Prix

By Don Browning

MEDARYVILLE, IN, OCT. 29

Alan Sanders, Randy Gordon and Larry Witmer claimed a majority of class victories at the Leisure Time-hosted Jack Schuff Fall Shootout Grand Prix near Medaryville.

The top race of the day was the duel between 25+ A rider Larry Witmer, 250cc A rider Don Baker and 16-24 A rider Jeromi Beans. Because of the class turnout, Leisure Time opted to combine some classes to save time and give the spectators better racing. The spectators were not disappointed, as all three riders put on a show of skill in mastering the technical sandy track that featured six new jumps.

Witmer wasted no time in showing his skill by first overtaking Beans, then picking off Don Baker after several laps to claim the first-moto overall in the combined class race.

In the second moto, Witmer moved his Suzuki to the front by grabbing the holeshot and sweeping to the outside on the start. Baker wasn't as lucky. He was mired in midpack, but by the halfway point, Baker's Honda had closed to within three seconds to make the race interesting. On the next to last lap, Witmer dropped his Suzuki in a switchback to allow Baker to close within a couple of bike lengths. But Witmer quickly caught fire and re-established a four-second lead that he held to the finish.

On Sunday, only one class had yet to be decided for the Fall Series overall. Bill O'Mara and Mike Scoff were tied after six motos, and today would decide the overall title in the 30+ A class. Connie Feist showed up with his Yamahas and became the center of attention with his mastery of the sand. Feist entered three classes and won all three.

In one moto, after pulling the holeshot, Feist let off the gas to allow the 11 riders by. By the time he decided that Don Baker was far enough ahead, Feist wicked the gas and started picking off riders, stripping six seconds per lap from the leader. On the white-flag lap, Baker's lead over Feist was just eight seconds. When the checkers fell, Baker crossed the finish line one second ahead of Feist for the win.

In Feist's last moto of the day, he showed up at the starting line wearing a clown costume complete with a cone taped to his helmet. However, when the gate dropped, Feist proved that it's not what you wear but rather how you ride by putting in the best ride of the day for the overall win.

Results

Saturday
AUTO: 1. Rick Davis (Yam); 2. Jake Hinds (KTM).
60: 1. Dustin Pulley (Kaw).
80 JR: Jeff Cook (Yam).
80 SR: 1. Alan Sanders (Hon); 2. Anthony Hunt (Yam).
125 A: 1. Don Baker (Hon).
125 C: 1. Alan Sanders (Hon); 2. Justin Kuhn (Yam); 3. Terry Johnston (Yam).
250 A: 1. Don Baker (Hon).
250 C: 1. Terry Johnston (Yam); 2. Scott Dennis (Hon).
14-24 A: 1. Jeromi Beans (Hon).
25+ A: 1. Larry Witmer (Suz); 2. Rick Gorney (Hon).
30+ A: 1. Larry Witmer (Suz); 2. Bill O'Mara (Hon).
30+ B: 1. Randy Gordon (Hon); 2. David Carnes (Yam).
40+: 1. Randy Gordon (Hon); 2. Daniel Beher (KTM).
Sunday
AUTO: 1. Jake Hinds (KTM); 2. Rick Davis (Yam).
60: 1. Dustin Pulley (Kaw); 2. Roy Horton (Kaw).
80 JR: 1. Jeff Cook (Yam); 2. Roy Horton (Kaw).
80 SR: 1. Alan Sanders (Hon); 2. Adam Higgins (Suz).
125 A: 1. Connie Feist (Yam); 2. Don Baker (Hon).
125 B: Jason Orr (Yam).
125 C: 1. Alan Sanders (Hon); 2. Jason Williams (Kaw); 3. Terry Johnston (Yam).
30+ A: 1. Connie Feist (Yam); 2. Mike Scott (Yam); 3. Bill O'Mara (Hon).
16-24 A: 1. Jeromi Beans (Hon).
H/W A: 1. Scott Dennis (Hon).
H/W B: 1. Richard Allen (Hus).
H/W C: 1. Scott Dennis (Hon).
25+ A: 1. Connie Feist (Yam); 2. Kerry Pulley (Yam).
30+ B: 1. Randy Gordon (Hon); 2. Tony Williams (Yam).
40+: 1. Randy Gordon (Hon); 2. Daniel Beher (KTM).

Anderson, Curry cop Vancouver Short Track wins

By Clay Light

VANCOUVER, WA, NOV. 6
Jeff Anderson and Josh Curry collected impressive Open class wins at the second round of the Ray Jackson-promoted indoor short track series at the Clark County Fairgrounds.

Anderson, who rode a Honda 600, won both Open Pro heat races after fending off Frank Crane, and earned the pole position for the main event. Crane, also Honda-mounted, did all he could to stop Anderson, but all his best advances fell short. Crane eventually slid out, which allowed former expert Gary Kapus to inherit second.

Curry chased Honda rider Allen Morinville in both of the Open A heat races, and did likewise in the early stages of the 10-lap main. Morinville pulled out a decent-sized lead, only to have Rotax-mounted Curry mount a late charge and swoop Morinville when the veteran tired. Yamaha rider Kenny McCann also moved up a notch and finished second to Curry at the finish, while Morinville ended up third.

Kapus put his Kawasaki-based machine out front of the 250cc A main contestants, and just as he did in both heat races, had Bultaco rider Rick Hill to contend with. Close behind the duo a three-way battle for third developed between Lance Overman, Beau Brown and Dan Dickson. The spot eventually went to Overman, behind the winner Kapus, and Hill.

Brown came back to motor away with the 80cc A main win, much like he did in the preliminaries. Matt McCoy and Sean Light tried to keep him in sight, but Brown maintained his lead to the finish. McCoy collected second ahead of Light.

Results

OPEN PRO: 1. Jeff Anderson (Hon); 2. Gary Kapus (Kaw); 3. Frank Crane (Hon).
OPEN A: 1. Josh Curry (Rtx); 2. Kenny McCann (Yam); 3. Allen Morinville (Hon).
250 A: 1. Gary Kapus (Kaw); 2. Rick Hill (Bul); 3. Lance Overman (Suz).
30-40 A: 1. Chuck Hodson (Tri); 2. Dan Dickson (Hon); 3. Kenny McCann (Yam).
80 A: 1. Beau Brown (Kaw); 2. Matt McCoy (Yam); 3. Sean Light (Kaw).

Leivan indelible at Indian Springs Hare Scrambles

By Arlene Hejlek

STEELVILLE, MO, OCT. 30
Steve Leivan exhibited his style once again by claiming the overall trophy at the final round of the Missouri Hare Scrambles Championship Series at Indian Springs Resort.

Since this was the first event held at this location, the course was made up of 10 miles of virgin trail that snaked over and around the hilly terrain and included several hairpin turns. The Surdyke Yamaha of Marionville/Sprocket Specialists/Pro-Action of Missouri/Scott/Camelbak/Endura/Answer/Bell/Acerbis/Mike's Machine/Fredette Racing/Pro Circuit/RK-backed Leivan was second at the start, but he had his Yamaha out front by the end of the first lap. Chad Busenbark shadowed Leivan for the first two laps before Leivan picked up the pace on the third lap and tried to shake him. Leivan was successful at putting a little distance between himself and Busenbark but got stuck behind a lapped rider on the power-line section,

PLESSINGER AND KTM ARE 1994 AMA GNCC CHAMPIONS

It was the greatest comeback in GNCC history. Scott "Mr. October" Plessinger wrapped up the 1994 Grand National Cross Country Championship in dramatic fashion with a competition-killing late season surge. Forced to sit out the start of the season with injuries, Plessinger, a two time AMA National Hare Scrambles Champion, clawed his way back and pulverized the pack in the final races of the year. Scoring two overall wins, and two incredible come-from-behind second places, Scott wrapped up KTM's first GNCC #1 plate in what has been called "America's Toughest Race Series".

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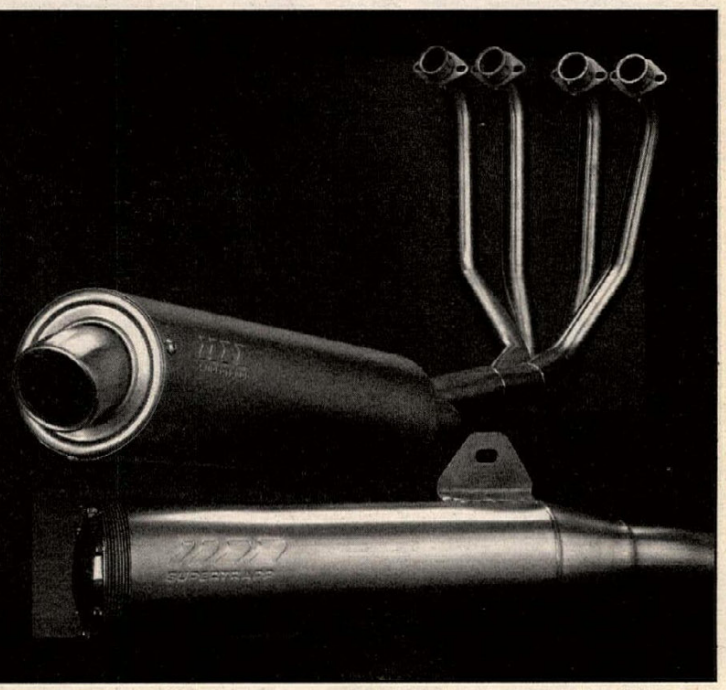

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(Top) Tony Green (5) caught and passed Danny Montoya (218) for the 125cc Novice win at the LACR motocross. (Above) Ryan Reynolds (199) had the hot hand at the Lazy River MX Ranch, winning three of four A division motos en route to victory in both the 125 and 250cc classes.

and the two Yamaha riders were once again a paired up.

On the fourth and final lap, Leivan missed a corner. Leivan jumped back onto the trail just as Busenbark was coming through, and the two riders collided, sending Busenbark into the dirt. Leivan completed the lap and scored the win at the finish.

Leigh Letellier went by on his KTM while Busenbark was picking up his bike. Letellier held on to the runner-up position until the last downhill before the scoring lanes where he became tangled with a lapped rider and Busenbark passed to claim second overall. Letellier was awarded the third overall position.

Terry Gilliland had trouble keeping his KTM on two wheels and rode alone in the fourth overall slot for most of the race to secure the trophy at the end. The same was true for the fifth overall finisher, Chris Caplinger.

Results

O/A: 1. Steve Leivan (Yam); 2. Chad Busenbark (Yam); 3. Leigh Letellier (KTM); 4. Terry Gilliland (KTM); 5. Chris Caplinger (ATK).

AA/EX: 1. Chad Busenbark (Yam); 2. Leigh Letellier (KTM); 3. Terry Gilliland (KTM); 4. Chris Caplinger (ATK); 5. Rusty Reynaud (Yam).

A/INT: 1. Chris Huff (Hbg); 2. Jeff Lappe (KTM); 3. Dave Wilfong (Yam); 4. Robbie Reed (Hus); 5. Rodney Oller (Yam).

OPEN: 1. Tim Gilliland (ATK); 2. Tanner England (Hon); 3. Bob Caplinger (ATK); 4. Dave Dillingham (KTM); 5. Roger Ide (Kaw).

250 B: 1. Jason Counts (Kaw); 2. Kevin Harmon (Yam); 3. David Gerbes (Yam); 4. Sid Turpin (Yam).

250 C: 1. Chris Goodall (Yam); 2. Erik Hopkins (Suz); 3. Les Busenbark (Yam); 4. Steve Harper (Kaw); 5. Dave Maestas (Hus).

200: 1. John Dillingham (Kaw); 2. Brian Selk (Kaw); 3. Dave Van Holten (Kaw).

125: 1. Sam Gosnen (Yam); 2. Steve Bough (Yam); 3. Richie Caviness (Yam); 4. Jason Stegell; 5. Carl Dobsen (Suz).

4-STRK: 1. Mike Windmann (Hus); 2. Gary Pilant (Hon); 3. Chris Sloan (Hbg); 4. Gavin Hunt; 5. Cornell Porter (Hon).

SR: 1. Ricky Horton (Yam); 2. Al Hejlek (Kaw); 3. Brad Barnett (Yam); 4. William Guffey (Yam); 5. Jim Yount (Hon).

S/SR: 1. Frank Leivan (Yam); 2. Rick Whelove (KTM); 3. Carl Donelson (ATK); 4. Jim Letellier (KTM); 5. Everett Shinault (Hon).

JR: 1. Brock Busenbark (Yam); 2. Nathan Gladback (Kaw); 3. Dustin Wisecup (Yam); 4. Ryan Baton (Kaw); 5. Mike Guffey (Yam).

VINT: 1. Geoff Monahan (Hon); 2. Robert Knibb (Suz).

TRL RDR: 1. J. Weber; 2. Rick Weber; 3. Brad Weber; 4. Norbert Hohn; 5. J.D. Fifer.

Sauro scores at LACR Sponsorship Series Motocross

By Greg Robertson

PALMDALE, CA, OCT. 30

Bill Sauro took his Mid Cities Honda/Too Tech-backed CR250 to a hard-fought two-moto sweep of the 250cc Pro class as nearly 250 riders converged on Los Angeles County Raceway for the opening round of the California Racing Club's seventh annual Sponsorship Series.

Sauro edged out Jeff Willoh and Shaun Perolio to grab the early first-moto lead. Tim Telford quickly put the move on Chip Rotan for fourth while coming under fire from Travis Preston. Sauro was on the gas, keeping his new Honda out front as the moto progressed. Willoh was working hard to stay ahead of Perolio in third while being sand blasted by the leader. Preston passed Telford and closed to the back wheel of Perolio to make it a four-way battle for the lead.

Willoh kept the throttle pinned off a jump to sail past Sauro for the lead, but a few turns later, Willoh pulled off the track with bike problems. Sauro found himself back in the top spot with a lap remaining and Preston breathing down his neck. Sauro managed to hold off Preston for a close win. Telford and Perolio crossed the finish-line jump nearly side by side with Telford nabbing third by a wheel.

Telford gated quickest, but Sauro stole away an inside line to take control with just over a lap completed in moto two. Sauro wasn't able to put any ground between himself and Telford, who was now being heavily pressured by Willoh, Perolio and Preston.

The lead pack of riders put on a good show for the crowd, running the entire moto wheel to wheel. Sauro held off the continued challenges from Telford to take the well-deserved second-moto win and the bulk of the cash. Telford's 3-2 finishes netted second while Preston went 2-4 to claim third.

Telford returned aboard his Nationwide Cycle/CTi/FMF/Answer Products-sponsored YZ250 to run away with both wins in the Junior Vet Expert class. Jeff Barbacovi led Telford briefly in moto one but couldn't quite match his pace and had to settle for second. Barbacovi worked up through the pack to repeat with another runner-up finish in moto two. Darren Elliott, Joe Fernandez and Peter Ware rounded out the top five.

Results

P/W B-2: 1. Tate Misiaszek (Yam); 2. Matt Conteras (KTM); 3. Eddie Woodard (Yam); 4. Wes Hicks (Yam); 5. Drew Gosselaar (Yam).

P/W B-1: 1. Aron Tomota (Yam); 2. Timmy McDaniel (Yam); 3. Chris Jancich (Yam).

P/W A: 1. Ricky Hemme (Yam); 2. Jared Tebo (Yam); 3. Ryan Roybal (Yam); 4. Charles Messer (Yam); 5. J.J. Noone (Itj).

P/W MOD: 1. Mathew Tedder Jr. (Yam).

60 BEG: 1. Nathan Pamintuan (Kaw); 2. Mark Atkins (Kaw); 3. Ryan Roybal (Kaw); 4. Travis Pursley (Kaw); 5. Aron Tomota (Kaw).

60 (0-8): 1. Chris Nihan (Kaw); 2. Blake Margheim (Kaw); 3. Scott Simon (Kaw); 4. Joshua Oliver (Kaw); 5. Billy Bloom (Kaw).

60 (9-11): 1. Daryl Ecklund (Kaw); 2. Daton Beavers (Kaw); 3. Sean Collier (Kaw); 4. Gerard Patin (Kaw); 5. Anthony Barbacovi (Kaw).

80 BEG: 1. Kurt Caselli (Kaw); 2. Daton Beavers (Suz); 3. Jasmine Reid (Yam); 4. J.C. Abbott (Kaw); 5. Scott Simon (Kaw).

80 (7-11): 1. Chris Tocco (Suz); 2. Daryl Ecklund (Suz); 3. Shane Smith (Suz); 4. Johner Faulkner (PAX); 5. Blake Mitchell (Suz).

80 (12-13): 1. Michael Young (Suz); 2. Christopher Gosselaar (Kaw); 3. Jared Larson (Kaw); 4. Lars Lindstrom (Hon); 5. J.J. Bonanno (Yam).

80 (14-16): 1. Dusty Walters (Yam); 2. Casey Gould (Yam); 3. Chris Thompson (Suz); 4. Danny Bagwill (Yam); 5. Jason Webb (Yam).

B/W: 1. Kenny Seely (Kaw); 2. Chris Torres (Kaw); 3. Chris Ilustre (Kaw).

125 BEG: 1. Chris Honnold (Kaw); 2. Phillip Messenger (Hon); 3. Brian Shepherd (Kaw); 4. Jamie Pamintuan (Suz); 5. David Nickols (Hon).

125 NOV: 1. Tony Green (Kaw); 2. Danny Montoya (Suz); 3. Mike Cinqmars (Hon); 4. Dustin Lunde (Kaw); 5. Tyson Taylor (Hon).

125 INT: 1. Casey Lytle (Hon); 2. Terrance Malan (Suz); 3. Loren Jenkins; 4. Lanny Turner (Suz); 5. Danny Guernsey (Hon).

125 PRO: 1. Jeff Willoh (Kaw); 2. Jimmy Lavorci (Yam); 3. Tony Sulek (Suz); 4. Erik Lindstrom (Hon); 5. Turtle Wikoff (Hon).

250 BEG: 1. Dave Nelson (Hon); 2. Philip Messenger (Kaw); 3. Craig Wirths (Hon); 4. John Clark (Suz); 5. Justin Webster (Suz).

250 NOV: 1. Tony Green (Kaw); 2. Paul Gilmartin (Hon); 3. Ulli Strecker (Yam); 4. Earl Cole (Yam); 5. David Thomforde (Suz).

250 INT: 1. Casey Lytle (Hon); 2. Jeff Barbacovi (Yam); 3. Scott Johnson (Suz); 4. Nick Mairose (Suz); 5. Shaun Fortier (Hon).

250 PRO: 1. Bill Sauro (Hon); 2. Tim Telford (Yam); 3. Travis Preston (Yam); 4. Jeff Willoh (Kaw); 5. Chip Rotan (Kaw).

500 BEG: 1. Richard Oja (Suz); 2. James Jolley (Hon).

500 NOV: 1. Jon Hall (Hon).

JR VET BEG: 1. Craig Wirths (Hon); 2. Bob Hausman (Hon); 3. John Butler (Hon); 4. Philip Kuhn (Yam); 5. Todd Ford (Kaw).

JR VET NOV: 1. Ulli Strecker (Yam); 2. Scot Pemberton (Yam); 3. Jason Pridmore (Hon); 4. Shaun Langham (Yam); 5. John Erickson (Hon).

JR VET INT: 1. John Keefer (Yam).

JR VET EX: 1. Tim Telford (Yam); 2. Jeff Barbacovi (Yam); 3. Darren Elliott (Hon); 4. Joe Fernandez (Kaw); 5. Peter Ware (Hon).

VET BEG: 1. Mark Schaible (Hon); 2. Kevin Wing (Yam); 3. Michael Kennedy (Kaw); 4. Tim Briney (Hon); 5. Remy Pamintuan (Suz).

VET NOV: 1. Don Biava (Hon); 2. Pete Jenkins (Hon); 3. Ed Eckert (Yam); 4. Mike Wismer (Yam); 5. Greg Hayward (Yam).

VET INT: 1. Greg Atkinson (Hon); 2. James Coppedge (Yam); 3. Marc Prince (TM); 4. Dean Talavera (KTM); 5. Tip Webb (Suz).

VET EX: 1. Brad McLeod (Hon); 2. Scott Curtis (Hon); 3. Rodney Morrison (Hon); 4. Leo Saul (Yam); 5. Matt Tedder (Hon).

SR NOV: 1. Rick Early (Hon); 2. Michael Burnett (Suz).

SR INT: 1. Layman Gattis (Hon); 2. Herbert Allen (Kaw).

SR EX: 1. Bob Dunham (Yam).

Reynolds wraps Lazy River MX

By Gary Crider

DALTON, GA, OCT. 16

Over 400 riders from seven states and Australia were on hand at Lazy River MX Ranch for round three of the third Annual Georgia Fall Championship MX Series where Ryan Reynolds dominated the 125 and 250cc A divisions aboard his Freewheeling Honda-backed machines, winning three out of the four motos.

Dwayne Bone was Reynolds' main challenger. Bone's efforts, however, resulted in crashes in three out of the four motos. The opening 125cc A moto was the only moto in which Bone remained upright every lap. Bone won that moto after getting by Reynolds in the early going.

Phillip Myers and Jeff Ciese banged handlebars in the 125cc B and Unlimited Amateur classes and each came away with a class win, respectively.

Gary Graham and Donny Banks resumed their rivalry in the 35+ division where Graham held off a last-lap challenge by Banks for the final moto win to net the overall gold.

Shane Fenwick's 2-2 score was good enough to top the 250cc C division after first-moto winner Zack Cummings had problems in moto two.

Josh Moritz and Bradley Wright shared moto wins in the Pee Wee (4-6) contest, with Moritz on top by virtue of his win in the final moto. AMA National Champion Andrew Matusek won both motos in Pee Wee (7-9) action over John Roberson.

Schoolboy division winner Shae Bentley seemed on his way to victory in Senior Mini racing, but his Kawasaki suffered a derailed chain late in the final moto, dropping him from contention. Josh Scott claimed the honors via his 2-1 score.

Results

P/W (4-6): 1. Josh Moritz (LEM); 2. Bradley Wright (Yam); 3. Brent Carden (Yam); 4. Skylar Caldwell (Suz); 5. Danny Luttrell (Yam).

P/W (7-9): 1. Andrew Matusek (LEM); 2. John Roberson (Yam); 3. Jesse Luttrell (Yam); 4. Ryan Wooden (LEM); 5. Buck Hartzog (Yam).

60: 1. Michael Sizemore (Kaw); 2. Kevin Stone (Kaw); 3. Wesley Segars (Kaw); 4. Justin Whatley (Kaw); 5. Daniel Miller (Kaw).

JR MINI: 1. Chad Albritton (Hon); 2. Thomas Emmett (Yam); 3. Lee Mullis (Kaw); 4. Chad Hampton (Kaw); 5. Robin Wallace (Yam).

SR MINI: 1. Josh Scott (Yam); 2. Jon Boy Monk (Hon); 3. Travis Bailey (Suz); 4. Buck Schuler (Kaw); 5. Michael Crawford (Yam).

SCHBY: 1. Shae Bentley (Kaw); 2. Bubba Woodham (Suz); 3. Andy Giles (Suz); 4. Jon Boy Monk (Kaw); 5. Richard Wallace (Kaw).

125 BEG: 1. Gary Clark (Kaw); 2. Eddie Mason (Kaw); 3. Doug Clark (Kaw); 4. Edward Peacock (Kaw); 5. Alan Speltz (Kaw).

250 BEG: 1. Craig Greer (Suz); 2. Lee Blevins (Hon); 3. Craig Stolz (Kaw); 4. Barry Castle (Hon); 5. Ben Bishop (Hon).

125 C: 1. Frank Boston (Suz); 2. Charley Keplinger; 3. Greg Day (Hon); 4. Kevin Hill (Hon); 5. Austin Gomez (Kaw).

250 C: 1. Shane Fenwick (Suz); 2. Al McEver (Hon); 3. Shane McElwayney (Yam); 4. John Watkin (Kaw); 5. Daniel Henderson (Hon).

125 B: 1. Phillip Myers (Kaw); 2. Jeff Giese (Suz); 3. Kyle Kelly (Kaw); 4. Travis Langston (Suz); 5. Tim Bruce (Suz).

250 B: 1. Scott Pinson (Suz); 2. Rusty Roberts (Yam); 3. John Upton (Kaw); 4. Dave Dupall (Kaw); 5. Chris Williams (Yam).

U/L AM: 1. Jeff Giese (Suz); 2. Phillip Myers (Kaw); 3. Kyle Kelly (Kaw); 4. Charley Keplinger (Suz); 5. Shane Fenwick (Suz).

30+: 1. Ross Johnston (Hon); 2. Donny Banks (Hon); 3. Glen Bates (Kaw); 4. Rusty Roberts (Yam); 5. Gary Brown (Hon).

35+: 1. Gary Graham (Hon); 2. Donny Banks (Hon); 3. Dale Deaton (Hon); 4. Billy Scoggins (Suz); 5. Joe LeDoux (Kaw).

40+: 1. Dale Deaton (Hon); 2. Randy Tomlinson (Kaw); 3. Terrell Welbourn (Suz); 4. Larry Hamrick (Suz); 5. Shorty Goode (Suz).

125 A: 1. Ryan Reynolds (Hon); 2. Brian Thornburg (Suz); 3. Jimmy Briggs (Hon); 4. Tommy Martin (Hon); 5. Gary Brown (Hon).

250 A: 1. Ryan Reynolds (Hon); 2. Jimmy Briggs (Hon); 3. Ross Johnston (Hon); 4. Tommy Martin (Hon); 5. Dwayne Bone (Hon).

OPEN SPL MNY: 1. Braxton Briggs; 2. Michael Hayes; 3. Stephen Palmer 4. Josh Pippen; 5. Terry Herrin.

Mayo creams 'em at Delta MX

By C. Davis

DELTA, OH, OCT. 16

Barry Mayo and his mighty Husaberg dominated the action by taking double Vet class wins by winning all four motos during the motocross season finale at Delta Raceway. Mayo won the Vet 40+ race, but Dan Post locked up the MRA 40+ championship by cruising to a third-place overall finish for the day, with Bob Bollenbaugh claiming second overall. Mayo's win in the Vet 35+ class action secured his MRA championship, with Bollenbaugh claiming second in each class. Bollenbaugh held a commanding lead in both classes only to lose it after feeling the effects of recent injuries.

In the largest class of the day, Daniel Dermyer won both 125cc Beginner motos to nail down top honors, with Andrew Buck claiming the runner-up spot ahead of Malcolm Bowman.

Results

50: 1. Paul Sharrar (Yam); 2. Davud Sharrar (Yam); 3. Blaise Fox (Yam); 4. Mike Hoffman (Yam); 5. Steve Carnathan (Yam).

60: 1. Andrew Ingles (Kaw); 2. Bobby Edwards (Kaw); 3. Craig Brickser (Kaw).

85 BEG: 1. Chuck Gekle (Kaw); 2. Nathan Brothers (Suz); 3. James Gray (Suz); 4. Mike Suman (Kaw); 5. Raymond Medina (Hon).

85 NOV: 1. Amanda Mastin (Suz); 2. Billy Dittman (Kaw); 3. Mike Turnblom (Suz); 4. P.J. Ingles (Suz); 5. Mike Cravens (Suz).

125 BEG: 1. Dan Dermyer (Hon); 2. Andrew Buck (Hon); 3. Malcom Bowman Jr. (Yam); 4. Chris James (Suz); 5. William Gressman (Kaw).

125 NOV: 1. Corey Whittaker (Suz); 2. Kable Derrow (Kaw); 3. Mike Mercer (Suz); 4. Darren Low (Hon); 5. Dan Cullison (Suz).

125 INT: 1. Pat Church (Suz); 2. Aaron Gage (Kaw); 3. Rich Jubak (Hon); 4. Sandy Pfister (Yam).

250 BEG: 1. Mike Harris (Hon); 2. Robert Bird (Hon); 3. Duane Gardner (Yam); 4. Randy Hartman (Kaw); 5. Jeff Gundy (Kaw).

250 NOV: 1. Greg Minard (Yam); 2. Mike Grindle (Hon); 3. Brad Dixon (Kaw); 4. Brad Howard (Hon); 5. Scott Sawdey (Yam).

250 INT: 1. Andy McCain (Hon); 2. Craig Smith (Suz); 3. Robert Patchin (Hon).

250 EX: 1. John Davis (Kaw); 2. Brett Leimeister (Kaw); 3. Glenn Severance (Kaw).

16-24: 1. John Davis (Kaw); 2. Brett Leimeister (Kaw); 3. Kevin Korn (Kaw).

30+: 1. Jeff Beerbower (Hon); 2. Kevin Pinsecki (Kaw); 3. Jeff Weber (Suz); 4. Brad Langowski (Hon); 5. Duane Gabner (Yam).

35+: 1. Barry Mayo (Hbg); 2. Jeff Beerbower (Hon); 3. Mike Behringer (Kaw); 4. Bob Bollenbaugh (Hon); 5. Robert Bowman (KTM).

40+: 1. Barry Mayo (Hbg); 2. Bob Bollenbaugh (Hon); 3. Dan Post (Kaw); 4. David Cameron (Kaw); 5. Eric Carlson (Hon).

N/C: 1. Dave Schneyer (Hon); 2. Mike Polley (Kaw); 3. Marc Cyr (Kaw); 4. David Cyr (Yam); 5. Vince Fyie (Hon).

85 EX: 1. Ian Hammond (Suz); 2. Jon Suman (Kaw).

Holden hot at Oakwood ST

By Clay Light

ROY, WA, NOV. 5

Honda-mounted Jacob Holden was too hot for the competition in the 80 and 125cc classes at the second round of the 12-race indoor short track series at the Oakwood Arena.

The 80cc class was loaded with riders - the largest amount of riders in any class - thus forcing three qualifying heat races to trim the field for the elite A main. Heat wins went to Eric Beers, Matthew McCoy and Kyle Bunger, while Beau Brown won the B main to move up to the A feature.

Yamaha-mounted McCoy led the early stages of the A main but was swooped up by Holden, Chris Waite, Bunger and Brown, who got off well, despite a row-three start. Brown followed Holden all the way to the finish, while Beers netted third over Scooter Vernon.

It took four restarts to get the 125cc A main contestants settled down, but once underway it was nearly as exciting as the 80cc finale. Holden got off the line quickest, and was again chased by Brown, who used a variety of lines in an attempt to pass Holden, but came up short. Waite picked up a third on his Honda.

Also hot was Mickey Fay, the 1994 AMA 600cc National Champion, who continued his domination of the Professional ranks in the Northwest. Fay kept his win streak alive by taking a heat-race win and backing it up with a wire-to-wire win in the 12-lap finale.

The Open Twin class had the arena shaking with the big-bore boom of some pretty sano-looking relics of yesteryear. Yamaha-mounted Mike Harritt earned a start-to-finish win ahead of a furious four-way swapfest which had fellow 650cc-mounted Willie Ward nab second ahead of Honda rider John Mierz.

Results

OPEN PRO: 1. Mickey Fay (Rtx); 2. Troy Rose (Yam); 3. Eric Rickman (Rtx); 4. Chris Staley (Rtx); 5. Eli Price (Rtx).

OPEN TW: 1. Mike Harritt (Yam); 2. Willie Ward (Yam); 3. John Mierz (Hon).

250 A: 1 George Prindville (Hon); 2. Joe Lenz (Yam); 3. Terry Aiken (Hon).

125 A: 1. Jacob Holden (Hon); 2. Beau Brown (Kaw); 3. Chris Waite (Hon).

90 A: 1. Jacob Holden (Hon); 2. Beau Brown (Kaw); 3. Eric Beers (Hon).

60 A: 1. Chris Waite (Kaw); 2. Kevin Bunger (Kaw); 3. Mike Rochester (Kaw).

50 A: 1. Kevin Urquhart (Yam); 2. Miles Warren (Yam); 3. Ryan Seefeld (Yam).

50 MOD: 1. Derek Tharp; 2. Joel McBride.

50 STK: 1. Joel McBride; 2. Trevor Wharton; 3. Randy Tharp.

Honda Hills hosts Halloween Motocross

By Rupert F. Pellett

LINVILLE, OH, OCT. 29

It was an eerie night of racing action as Honda Hills hosted over 150 ghosts and witches posing as motocross racers at the annual Halloween motocross.

Brian Litten moved up into the A class and showed why he deserved to be there by easily winning both motos of the combined 250cc A/250cc B class. Litten faced early opposition from Greg Hubbs, but once Litten found the fast lines on his home track, there was no stopping him. Tim Peck had his work cut out for him in the 25+ class, as he had a bad crash earlier in the 30+ class and was still a little shaken up. Gerry Bennett pressed Peck early in both motos, but Peck eventually prevailed and took the overall win. Peck's crash in the 30+ class would leave him only with a ninth-place overall finish after posting first and 16th places in that class.

The Open B class was dominated by Mike Russell and his Honda CR500, as he flew it around the track like it was a 125, beating the Yamaha of Scott Thomas and third-placed Chris Thomas.

Results

50: 1. Kyle McKenzie (LEM); 2. Travis Mcelfresh (Yam); 3. William Johnson (LEM); 4. Joey Pellett (Yam); 5. Josh Gaitten (LEM).

65: 1. David Whitcraft (Kaw); 2. Willy Browning (Kaw); 3. Andy Willard (Kaw); 4. Chris Whitcraft (Kaw); 5. Dustin Cottrill (Kaw).

MINI JR: 1. David Whitcraft (Suz); 2. Andy Willard (Hon); 3. Shaun Kuchler (Kaw); 4. Willy Browning (Yam); 5. Scott Kuchler (Kaw).

MINI SR: 1. J.C.Cravens (Yam); 2. C.J.Leach (Yam); 3. Shawn Hedrickson (Yam); 4. Jess Hicks (Kaw); 5. D.L. Lugenbeel (Suz).

SCHBY: 1. Wesley Boyd (Suz); 2. Tony Mock (Hon); 3. James Chapman (Suz); 4. Ryan Laufesweiler (Kaw); 5. Rod Bleininger (Kaw).

17-24: 1. Mike Mclellend (Hon); 2. Larry Walker (Hon); 3. Rob Bingman (Suz); 4. Jim Mcalpine (Hon); 5. Kyle Guthrie (Hon).

25+: 1. Tim Peck (Suz); 2. Gerry Bennett (Hon); 3. Lane Teater (Hon); 4. Dave Cook (Yam); 5. Steve Anneshansley (Hon).

30+: 1. Gerry Bemett (Hon); 2. Richard Robinson (Hon); 3. Mark Matheis (Yam); 4. Rick Russell (Hon); 5. James Williamson (Yam).

40+: 1. Gerry Bemett (Hon); 2. Bill McKeever (Hbg); 3. Larry Shumaker (Hon); 4. Tom Rickbrodt (Hon); 5. Ken Moist (Kaw).

125 A: 1. Wes Boyd (Suz).

250 A: 1. Brian Litten (Yam).

125 B: 1. Joey Devault (Hon); 2. Troy Swartz (Kaw); 3. Kyle Kinkead (Kaw).

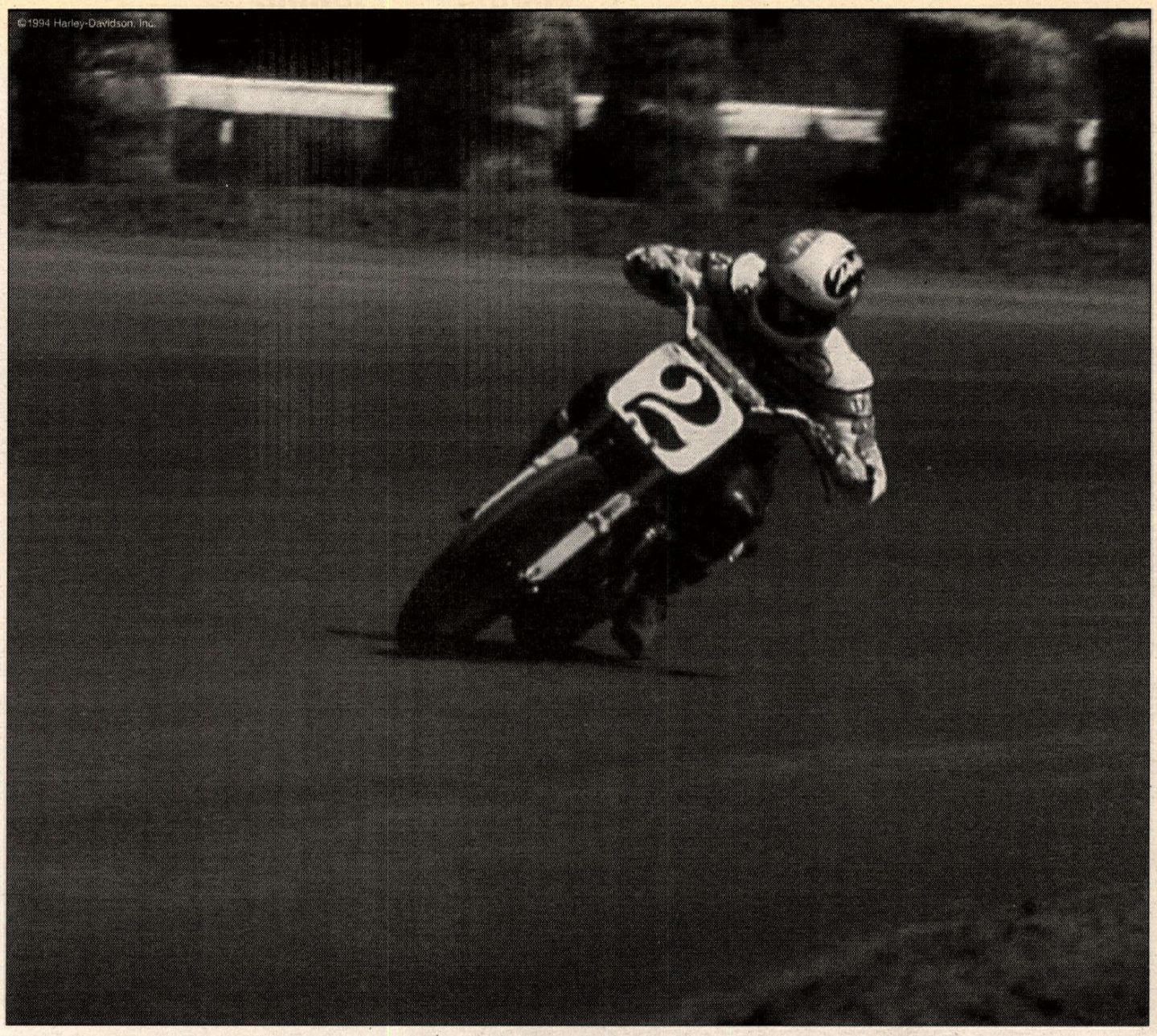
125 C: 1. Larry Walker (Hon); 2. Lane Teater (Hon); 3. Rob Bingman (Suz); 4. Shaun Shepperd (Kaw); 5. Janes Dietrich (Hon).

250 B: 1. Greg Hubbs (Hon); 2. Dave Cook (Yam); 3. Richard Boucher (Kaw); 4. Randy Bartemus (Yam); 5. Ryan Weaver (Kaw).

250 C: 1. Rod Hook (Suz); 2. Mark Matheis (Yam); 3. Rob Scouten (Hon); 4. Jeff Guest (Yam); 5. Tom Thompson (Yam).

OPEN B: 1. Mike Russell (Hon); 2. Scott Thompson (Yam); 3. Chris Thomas (Kaw); 4. Mark Laughlin (Hon); 5. James Curry (Hon).

WMN: 1. Melody Campbell (Hon); 2. Linda Matheis (Hon).



This is a side of five-time Grand National Champion Scott Parker few riders ever see.

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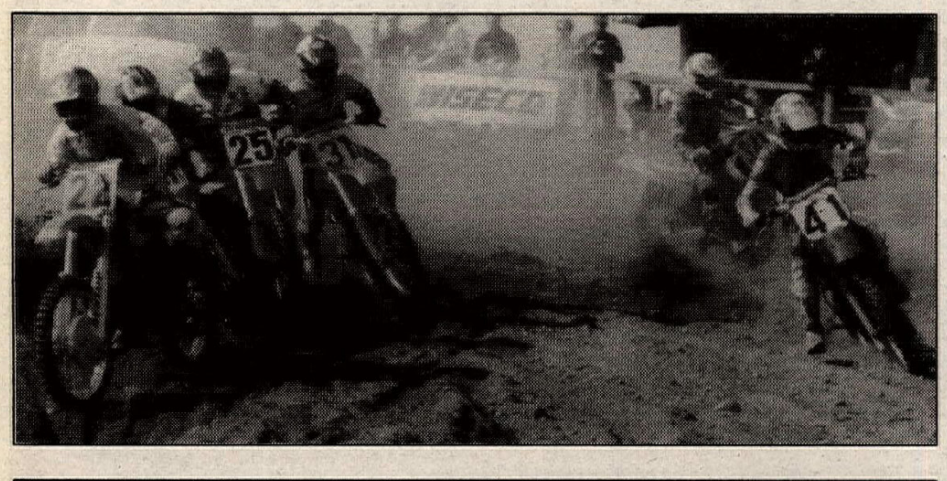
The Central Roadracing Association congratulates the Racers who won a Number Plate Award by finishing in the top nine overall.

Experts		Novices
John Mensch	1	Sohn Wehseler
Marc Chiodo	2	Pat Lambert
Keith Dierkes	3	Alex Freeman
Scott Ruehle	4	Scott Jaffe
Steve Caniff	5	Jason Hanson
Ken Uekert	6	Tim Commers
Roger Hendricks	7	Scott Fryer
Charlie Bach	8	Arne Ion
Steve Ortiz	9	Terry Dusing



(Top) Russ Lombardo (22) rounds the first turn ahead of overall winner Eric Flagg (3f) in 125cc Amateur class action at the Bridgehampton motocross facility. Flagg went 1-2 on the day. (Above) Rocky Robinson negotiates a section during the PITS Trick-or-Treat Trial at Donner Ski Ranch. Robinson is a former Northern California Speedway Champion.

Trick-or-Treat Trial brings out the best

By Dena Erwin

NORDEN, CA, OCT. 29-30

With only two trials left in the season, riders were at their best last weekend in the Sacramento P.I.T.S. Trick-or-Treat trial, attempting to grab last-minute points.

Saturday, Tony Sigala and Jim Porter went head to head in the Modern Classic Master class, a handful of points separating them for the title, with Sigala coming out on top. Owen Wright wrestled his tiny Honda 50 over the rocks, riding to first place in the Junior Beginner division. The Junior Intermediate contest between Andy Johnson and Greg Erwin continued, with Johnson winning and Erwin finishing the day in second place.

On Sunday, the battles continued as the Class A riders took to the boulders. Jeff Wright, having already tied up first place in the Amateur class, stepped up to ride the more difficult Intermediate line. He had a challenging day, but was able to clinch first place. Rob Hardy piloted his Aprilia Climber to victory in the Amateur class, leaving his closest competitor 30 points behind.

Master rider Kenny Leduc broke in his brand-new 1995 JT35 Gas Gas by compiling an astonishingly low 21 points, victorious on the most difficult line. Howard Galbreath rode with great control and precision, managing to win the Expert class with 38 points. His nearest competitor was also 30 points behind him.

The large Novice class, with nine riders, saw a wide range of scores. Lori Booth, the only female competitor of the day, took the class with a low six points.

The winners in each class will be determined at the final trial of the season, the Turkey Trial, on November 20-21 at Mammoth Bar near Auburn, California.

Results

Saturday

MDRN BK MSTR: 1. Roger Tressler (Yam); 2. Steve Rasmussen (Fan); 3. Jim Hickman (Yam).

MDRN BK ADV: 1. Harold Eigenman (G-G); 2. Karen Oswald (G-G).

MDRN BK INT: 1. Mike Willis (Yam); 2. Joann Galbreath (Apr).

MDRN CLSSC MSTR: 1. Tony Sigala (Yam); 2. Jim Porter (Yam); 3. Ken Marecak (Hon).

MDRN CLSSC ADV: 1. Neil Novack (Yam); 2. Kim Proctor (Yam); 3. Bill Scarlett Jr. (Bul).

MDRN CLSSC INT: 1. Jim Zopfi (Yam); 2. Tom Rawson (Bul); 3. Randy Dawson (Bul).

PREM H/W: 1. Steve Martin (BSA).

JR INT: 1. Andy Johnson (Mon); 2. Greg Erwin (Yam); 3. Melissa Fenner (Mon); 4. Nick Rasmussen (Yam).

JR BEG: 1. Owen Wright (Hon).

Sunday

MSTR: 1. Kenny Leduc (G-G).

EX: 1. Howard Galbreath (Apr); 2. Neil Belvoir (Fan); 3. Tony Leduc (Mon).

INT: 1. Jeff Wright (Apr); 2. Ted Gansberger (Fan); 3. Barry Lowery (G-G); 4. Ed Heacox (Beta); 5. Piotr Serek (G-G).

AM: 1. Rob Hardy (Apr); 2. Tim Fergon (Apr); 3. Robert Holly (Fan); 4. Rocky Robinson (G-G); 5. Dwayne Kirchoff (Fan).

SR AM: 1. Steve Darrow (G-G); 2. Steve Erwin (Mon); 3. Ken Marecak (Fan); 4. Kevin Flaherty (Fan); 5. Robert Walker (Fan).

SPRTSMN A: 1. Jeff Gibbs (Fan); 2. Dan Waller (Fan); 3. Jim West (Yam); 4. Tim Rust (Apr); 5. Leland Mason (Hon).

SPRTSMN B: 1. Joe Eigenman (G-G); 2. Gary Wilson (Yam); 3. Jimmy Wilson (Fan); 4. Mike Mason (Hon).

SR SPRTSMN A: 1. Jim Winter (Hon); 2. Jorge Barba (G-G); 3. Jim Gollihar (Yam); 4. Chuck Dewitt (G-G); 5. Bert Fulwider (Yam).

SR SPRTSMN B: 1. Jim Hickman (Yam).

NOV: 1. Lori Booth (Yam); 2. Chris Morris (Yam); 3. Gene Mendonca (Yam); 4. Joe Quinn (Beta); 5. Harold Eigenman (G-G).

VINT SPRTSMN: 1. Tony Sigala (Yam); 2. Danny Rutherford (Yam).

VINT NOV: 1. Neil Novack (Yam).

Flagg burns Bridgehampton Motocross

By Jim and Carolyn Simpson

BRIDGEHAMPTON, NY, OCT. 29

Eric Flagg was on fire as he rode his red-hot Honda to the overall win in the 125cc Amateur class at Bridgehampton MX.

Russell Lombardo grabbed a handful of throttle to take the lead through turn one. All hell broke loose as Lombardo crashed on a double jump just before the downhill entering the woods. The pack behind the leader then became involved in a chain-reaction crash on the jump prior to Lombardo's crash. A scramble began as riders tried to make way around the crash victims. Duane Kleppe, Ed Hololob and Flagg jumped out of the woods as the leaders. Hololob made his way around Kleppe to heat up the action as Flagg then made his move to pass Kleppe for second place.

As the three riders came to the close of lap one, Hololob knifed his front wheel in a turn and went down. Flagg took the lead position to close lap one with Kleppe second and Joseph Bisbee trailing in third. Flagg set the winning pace, going on to score the moto win. Kleppe maintained his position for second place as Bisbee followed for third.

Lombardo again shot into the lead to start moto two. Hololob and John Jasinski chased Lombardo until Jasinski made an inside pass that earned him the lead position. Kleppe then made a charge to muscle his Suzuki into second place, dropping Lombardo to third. Flagg then pushed himself to move up to the third place, and without backing off, Flagg passed Kleppe for second. Jasinski was in the lead as Flagg tried but could not make a pass stick on the leader. The lead pair pulled away from the field and finished with Jasinski taking the moto win with Flagg on his South Fork /Dad/Bob Jarvis-sponsored Honda taking the overall win.

Results

P/W: 1. Brian Murphy (Yam); 2. Mark Rasmussen (Yam).

MINI (7-11): 1. Brian Murphy (Kaw); 2. Charles Ellis (Kaw); 3. Joseph Merrill (Kaw); 4. Joseph Trimarch (Kaw); 5. Gregory Melita (Kaw).

MINI JR: 1. Gregory Goldfuss (Yam); 2. David Di Pietro (Kaw); 3. Jeron Anthony (Kaw); 4. Ryan Golding (Hon); 5. Ryan O'Malley (Kaw).

MINI SR: 1. Tony Pedone (Yam); 2. Denis Sorrentino (Suz); 3. Wayne Fire (Kaw); 4. Dale Robertson (Kaw); 5. Bill Clair (Kaw).

LT MDL: 1. Robert Jarvis (Hon); 2. Joseph Feist (Kaw); 3. Anthony Gangone (Hon); 4. Erik Leckstron (Hon); 5. Peter Bellezzi (Suz).

25+: 1. Richard Coane (Hon); 2. Jeffrey Stempel (Hon); 3. Bob Balnis (Hon); 4. Thomas Lequerique (Hon).

25+ NOV: 1. David Goldstein (Suz); 2. William Fernandez (Hon); 3. Vincent Salamone (Kaw); 4. John Mallgren (Kaw); 5. Steven Dolan (Kaw).

125 NOV A: 1. John Mallgren (Kaw); 2. Alan O' Brien (Suz); 3. Justin Lapalo (Kaw); 4. Anthony Gangone (Hon); 5. Brian Cook (Suz).

125 NOV B: 1. Mike Rausch (Suz); 2. John Chiavolo (Suz); 3. Richard Steck (Hon); 4. Toby Levine (Kaw); 5. Brian Minnick (Suz).

250 NOV: 1. James Bove (Kaw); 2. Alan O' Brien (Hon); 3. Vincent Salamone (Kaw); 4. William Fernandez (Hon); 5. Ken Giosi (Hon).

125 AM: 1. Eric Flagg (Hon); 2. Dennis Robinson (Hon); 3. Eddie Hololob (Kaw); 4. Joseph Bisbee (Suz); 5. John Jasinski (Hon).

125 EX: 1. Mike Michels (Suz); 2. Brian Berry (Hon); 3. Brian Mulry (Hon).

250 EX: 1. John Laurine (Hon); 2. Mike Michels (Suz); 3. Bob Balnis (Hon); 4. Rich Caccavano (Yam).

VET EX: 1. Rich Caccavano (Yam); 2. Joseph Merrill (Hon); 3. Jeffrey Stempel (Hon).

SCHBY: 1. Mike Rausch (Suz); 2. Mark Wesnofske (Suz); 3. Brian Minnick (Suz); 4. Toby Levine (Kaw); 5. Thomas Golding (Yam).

CLGBY: 1. John Laurine (Hon); 2. Eric Flagg (Hon); 3. Richard Steck (Hon); 4. John Jasinski (Hon); 5. Marshall Gross (Hon).

250 AM: 1. Eddie Hololob (Kaw); 2. Richard Coane (Hon); 3. Andrew Signoriello (Kaw); 4. Joe Eannel (Yam); 5. Jeffrey Whitcomb (Hon).

OPEN AM: 1. John Risco (Kaw); 2. Dennis Robinson (Hon); 3. Donald Murphy (Hon); 4. Joseph Bisbee (Suz); 5. Russell Lombardo (Yam).

VET AM: 1. John Risco (Kaw); 2. Donald Murphy (Hon); 3. Robert Jarvis (Hon); 4. Don Rassmussen (Hon); 5. Dan Sweeney (Hon).

S/SR: 1. Bud Fee (KTM); 2. John Sanuth (Hon); 3. Frank Carillo (Hon); 4. John Ferrentino (Hon); 5. Dennis De Graff (Kaw).

Bennett out of sight at Hidden Hills Motocross

By Rupert F. Pellett

ALBANY, OH, OCT. 30

Gerry Bennett swept both motos of the 40+ class with convincing wins and also managed top five finishes in the 25+ and 30+ classes at Hidden Hills Raceway.

In the first 40+ moto, Bennett swept around the outside of holeshot artist Larry Shumaker to take the lead, and he pulled Yamaha-mounted Tim Root along with him in second place. Bennett soon took off on his own in first place with Root and Shumaker left to battle for second place. Shmaker tried everything to get around Root and finally got by late in the moto by going inside in a rutted corner, pushing his 360-kitted Yamaha into second place and leaving Root in third. That's how they would finish the moto.

The second-moto holeshot fell to Bennett. Shumaker stuck with Bennett for a while before settling into a distant second place. They would see the checkered flag in first and second with Tim Root in third.

In the 30+ class it was the mighty four-stroke Husaberg of Jeff Miller riding to convincing wins, with local veterans Richard Robinson and Tim Peck coming in with second- and third-place overall, respectively. Miller's tricked-out, Marzocchi-forked open bike was too much for the other 30+ riders as he holeshot both motos and ran away from the buzzing two-strokes.

David Whitcraft used a pair of holeshots to crush the competition as he powered his F&S Suzuki to two wins and the overall in the Mini Junior class.

Results

50: 1. Austin Rohr (KTM); 2. Tyler Grubb (LEM); 3. Joey Pellett (Yam); 4. D.R. Atwood (Yam); 5. William Johnson (LEM).

65: 1. Dave Whitcraft (Kaw); 2. Willy Browning (Kaw); 3. Chris Whitcraft (Kaw); 4. Kyle Teel (Kaw); 5. Dustin Cottrill (Kaw).

MINI JR: 1. Dave Whitcraft (Suz); 2. Eric Saylor (Kaw); 3. Kyle Teel (Yam); 4. Willy Browning (Yam); 5. Dustin Cottrill (Suz).

MINI SR: 1. J.C. Cravens (Yam); 2. C.J. Leach (Yam); 3. Justin Weber (Kaw); 4. Corey Arnold (Kaw); 5. Robert Welch (Yam).

SCHBY: 1. Jason Frecker (Hon); 2. J.C. Cravens (Yam); 3. Robert Welch (Yam); 4. Justin Weber (Kaw); 5. Sarah Klamfoth (Kaw).

125 C: 1. Joey Canter (Yam); 2. Chris Kuhn (Kaw); 3. Bub Thomas (Suz); 4. Bill Kilour (Kaw); 5. Jason Young (Yam).

125 B: 1. Jason Frecker (Hon); 2. Troy Swartz (Kaw); 3. Billy Hart (Hon); 4. Scott Shafer (Suz); 5. Mark Kaho (Kaw).

250 B: 1. Ryan Brickles (Yam); 2. Richard Robinson (Hon).

250 C: 1. Rod Hook (Suz); 2. Mike Douglas (Yam); 3. Rick Russell (Hon); 4. Robert Scouten (Hon); 5. Richard Hamrick (Hon).

OPEN B: 1. Jeff Miller (Hbg); 2. Mark Christian (Hon); 3. Jerry Caldwell (Kaw); 4. Barry Ogan (Kaw).

25+: 1. Tim Peck (Suz); 2. Richard Robinson (Hon); 3. Gerry Bennett (Hon); 4. Barry Ogan (Kaw); 5. Mark Kaho (Kaw).

30+: 1. Jeff Miller (Hbg); 2. Richard Robinson (Hon); 3. Tim Peck (Suz); 4. Mark Christian (Hon); 5. Gerry Bennett (Hon).

40+: 1. Gerry Bemett (Hon); 2. Larry Shumaker (Yam); 3. Tim Root (Yam).

Beatty, Emerson sound off at Barona Oaks Motocross

By Homer Eubanks

RAMONA, CA, NOV. 6

Tim Beatty, John Emerson and Shawn Ellis were the main focal points during the 125cc (16-21) and 125cc Intermediate classes at Barona Oaks Raceway.

Beatty managed to win the first 125cc (16-21) moto with Emerson finishing third behind Shawn Ellis. In moto two, Emerson again got a poor start while Beatty and Ellis argued over the lead position. Emerson picked his way through the pack and was able to steal the lead on the last lap for the moto win. Beatty wound up with the overall victory.

Ellis was the quickest rider to the first turn in the first 125cc Intermediate moto, and he quickly pulled away from the pack. But Beatty chased Ellis down, and on the last lap was able get by when Ellis opened the door. A hard-charging Emerson was also able to slip past for second place.

Ellis holeshot moto two as well, but Emerson was on his tail and took over on the first lap. Emerson rode on for the moto and overall win, with Beatty trailing for a close second-place finish.

Don Connelly won the Old Pharts honors after getting pitched off his Suzuki when Jim Beck went down in front of him while two were battling for second behind Del Ocheltree. Connelly managed to remount and win the moto. Chris Swift put in a good ride after getting a midpack start and finished second. Ocheltree was third.

Connelly found himself battling with Ocheltree in the second moto but finished second, which was good enough for the overall win.

Ryan Beat swept the competition aside for wins in the Pee Wee Stock, Semi-Mod and Junior Cycle Stock (0-8) classes while Jesus Camillas managed to make his Junior (9-11) win look easy.

Results

INTRO TO MX: 1. Michael Feist (Hon); 2. Richard Lloyd (Hon); 3. Brandon Hiner (Kaw).

P/W F/T: 1. Christopher Moore (Yam); 2. Mark Proscelle (Yam); 3. Antonio Real (Yam); 4. Aimee Jones (Yam); 5. Adam Kincher (Yam).

P/W STK (0-8): 1. Ryan Beat (Yam); 2. Chris Caudillo (Yam); 3. A.J. Lee (Yam); 4. Cas Swift (Yam); 5. Jake Bissonette (Yam).

P/W SEM-MOD (0-6): 1. Ryan Beat (Yam); 2. Cas Swift (Yam); 3. Ivan Schultz (Yam).

JR CYCLE STK (0-6): 1. Ryan Beat (Yam); 2. Cas Swift (Kaw); 3. Chris Caudillo (Yam); 4. Andrew Wageman (Kaw); 5. A.J. Lee (Yam).

JR CYCLE STK (9-11): 1. Jesus Camillas (Kaw); 3. Cole Humphus (Kaw); 3. Clinton Pierce (Kaw); 4. Dustin Good (Kaw); 5. David Meyers (Kaw).

60 STK (9-11): 1. Emitt Kling (Suz); 2. Jesus Camillas (Yam); 3. Jay Dee Santiago (Kaw); 4. Anthony Bruscella (Suz); 5. Jeremy Kelper (Suz).

60 MOD: 1. Jay Dee Santiago (Kaw); 2. Corey Macomber (Suz).

80 BEG: 1. Steve Yurkovic (Kaw); 2. Matt Condon (Yam); 3. Corey Clayton (Yam); 4. Jeremy Stenberg (Hon); 5. Sean Peer (Kaw).

S/MINI: 1. Colby Raymond (Suz); 2. Tim Rasmussen (Yam); 3. Emitt Kling (Suz); 4. Jon Meyers (Kaw); 5. Travis Connelly (Kaw).

125 BEG: 1. Jason Beck (Hon); 2. Ivan Mavarrete (Suz); 3. Sean Sparkman (Hon); 4. Jaquian Candia (Suz); 5. Juan Galvan (Hon).

125 (12-15): 1. Jason Coleman (Suz).

125 NOV MOD: 1. Bryon Cox (Hon); 2. Nick Vargins (Kaw); 3. Manny Arias (Yam); 4. Colby Raymond (Suz); 5. Jason Coleman (Suz).

125 INT: 1. John Emerson (Suz); 2. Tim Beatty (Yam); 3. Shawn Ellis (Suz); 4. Josh Williams (Hon); 5. Wilson Nichols (Suz).

125 (16-21): 1. Tim Beatty (Yam); 2. John Emerson (Suz); 3. Shawn Ellis (Suz); 4. Josh Williams (Hon); 5. Antonia Ponce (Kaw).

250 NOV: 1. Daniel Nichols (Suz); 2. Shawn Ireland (Suz); 3. Jason Stockton (Kaw).

OPEN PRO: 1. Dustin Nelson (Kaw); 2. Ed Redman (Hon); 3. Angelo Ingrande (Hon).

250 EX: 1. Ed Redman (Hon).

OLD PHARTS: 1. Don Connelly (Suz); 2. Del Ocheltree (Suz); 3. Chris Swift (Yam); 4. Rudy Seville (Suz); 5. Jim Beck (Kaw).

Hazel hammers to Silver State Motocross win

By Joan Tiearney

CARSON CITY, NV, OCT. 23

Thin Air/Truckee Cycle's Kawasaki rider Jimmy Hazel was back in top form at round four of the Dealer Challenge series at Silver State Raceway.

Hazel holeshot the first moto ahead of Nick Jarrett, Tommy Jones and Karl Rytter. Hazel and Jarrett turned up the throttle as usual and waged their own battle out front. Jarrett couldn't seem to find the right lines to pass Hazel, and feeling the frustration, seemed unable to get up to speed. Jones, however, set his sights on Jarrett and was moving up in the pack. Kyle Rytter ran in fourth position ahead of Mark Hull and Cody McElroy.

Hazel took the checkered flag in flawless style while Jarrett finished second. Third went to Jones, fourth place was Rytter and fifth went to McElroy.

In moto two, it was Hazel out front again with Jarrett hot on his tail. Jones and Rytter rode in third and fourth, respectively. Hazel continued to stretch out his lead lap after lap. Jones made a pass on Jarrett to take over second spot on lap four but was soon losing the spot back to Jarrett after a few turns. At the finish, the moto and overall win belonged to Hazel via a perfect sweep. Second place and second overall went to Jarrett. Jones and Rytter were third and fourth overall, respectively. Newcomer Mark Hull earned a respectable fifth overall for the day.

Michael's Honda/ Suzuki/Kawasaki-backed riders Shane Esposito and Justin Tiearney went head to head in the 125cc Pro class, with first place belonging to Esposito, and Tiearney finishing second. The two riders swapped moto wins in the 250cc Pro division, with Esposito taking the overall.

Results

60: 1. Jimmy Hazel (Kaw); 2. Nick Jarrett (Kaw); 3. Tommy James (Kaw); 4. Kyle Rytter (Kaw); 5. Cody McElroy (Kaw).

80 BEG: 1. Kenny Bell (Yam); 2. Rocky Audenreid (Kaw); 3. Travis Visino (Yam); 4. Tommy Jean (Suz); 5. Cliff Campbell (Kaw).

80 JR: 1. Drake McElroy (Hon); 2. Matt Kneseck (Hon); 3. Bobby Beaupre (Suz); 4. Brain Foster (Hon); 5. Ryan Hansen (Suz).

80 INT: 1. Justin Scullen (Kaw); 2. Michael DiLoreto (Yam); 3. Dustin Miller (Hon); 4. Michael Mason (Suz); 5. Nathan Tiearney (Suz).

125 BEG: 1. Scott Roberts (Kaw); 2. Dale Lundeen (Hon); 3. Doug Payne (Suz); 4. Tyler Neff (Suz); 5. Wes Cohelan (Kaw).

125 JR: 1. Luke O'Brien (Hon); 2. Zeb Armstrong (Kaw); 3. Paul Bennett (Hon); 4. Frank Homen (Hon); 5. Tom Lynn (Suz).

125 INT: 1. Pat Foster (Kaw); 2. David Denton (Yam); 3. Wyatt Whitten (Suz); 4. Jon Varner (Hon); 5. John DePaun (Suz).

125 PRO: 1. Shane Esposito (Suz); 2. Justin Tiearney (Suz); 3. Tim O'Brien (Hon); 4. Kenny Lash (Hon); 5. Shaun Palmer (Hon).

OPEN (0-16): 1. Justin Scullen (Kaw); 2. Mike Mason (Suz); 3. Nathan Tiearney (Suz); 4. Clint Miller (Kaw).

OPEN (17+): 1. Pat Foster (Kaw); 2. Rich Thorwaldson (Hon); 3. David Denton (Yam); 4. Jon Varner (Hon); 5. Jake Fisher (Hon).

250 BEG: 1. Chris Seitz (Kaw); 2. Dana Belton (Hon); 3. George Forbes (Hon); 4. Mathew Payne (Hon); 5. Martin Hikenson (Hon).

250 JR: 1. John Manteufel (Kaw); 2. Phillip Worster (Yam); 3. Jake Fisher (Hon); 4. Layne Kolbet (Hon); 5. Greg Muto (Hon).

250 PRO: 1. Shane Esposito (Suz); 2. Justin Tiearney (Suz); 3. Tim O'Brien (Hon); 4. Kenny Lash (Hon); 5. Scott Stillmock (Hon).

VET JR: 1. Robbie Huntoon (Hon); 2. Grant Saunders (KTM); 3. Curtis Weethee (Kaw); 4. Bob Fabel (Hon); 5. Richard Green (Hon).

VET INT: 1. Randy Appleton (Suz); 2. Jeff McCollum (Hon); 3. Steve Mason (Suz); 4. Richard Mannschreck (Kaw); 5. Larry Brown (Suz).

VET PRO: 1. Rodd Ginn (Hon); 2. Jon Varner (Hon); 3. Steve Vogel (Hon); 4. Rich Thorwaldson (Hon); 5. Eric Schacht (Suz).

O/T A: 1. Pete Vandenberg (Hon); 2. Bob Fabel (Hon); 3. Rich Thorwaldson (Hon); 4. Tom Muto (Hon); 5. John Dirickson (Hon).

O/T B: 1. K.C. Moser (Suz); 2. M. Canton (Hon).

Pelton pulls off Barona ST win

By Homer Eubanks

RAMONA, CA, NOV. 5

The 1994 Barona Speedway short track season ended with David Helton and Brad Holt showing their classmates the fast way around the 1/6-mile banked oval to claim wins in the 250 and 500cc classes, respectively.

Pelton came prepared, taking over from the start in the first 500cc heat race and never looking back. Jim Rosa captured the second 500cc heat with Jeff Fuerst placing second. A. J. Herrera made his heat race look easy as he jumped off the line and went on to victory.

Pelton had to earn his 500cc main event victory. John Dupree led the pack for five laps before Rosa managed to get underneath. Rosa had Pelton as company two laps later, and Pelton pulled up on his fender and shadowed his every move. Pelton couldn't find an opening until the last lap when he put in a last-ditch effort to capture the win.

Holt got off to a slow start in the first 250cc heat race but came back in the main. In the first heat, Raymond Garcia Sr. led the pack around

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Round #7 - Mid-Ohio - Lexington, Ohio

(#255) Tape #1 - Superbikes: Round #7 of the AMA Superbike Series provided plenty of drama at the Mid-Ohio facility. Vance & Hines Yamaha pilot Colin Edwards II carded his first-ever Superbike victory, as teammate Jamie James rode to the runner-up spot, closing up the point gap for the series considerably.

Mid-Ohio had it all - including a Harley-Davidson VR1000 on the front row of the grid, and that same Harley-Davidson at the front of the pack on the opening lap of the National. French-Canadian Miguel DuHamel had even non-Harley race fans screaming their approval as his hard riding put the VR1000 into the lead on and off for the first three laps. Even when he slipped to fourth place, it was a competitive fourth!

What happened to everyone else? Series point leader Troy Corser and teammate Pascal Picotte both encountered mechanical problems with their Ducatis, while Smokin' Joe's Honda rider Mike Smith crashed out of the race, and Kevin Magee encountered handling problems. Up front, it was old age and experience vs. youth and skill in the battle between Vance & Hines teammates Colin Edwards II and Jamie James for the day's honors.

This Superbike tape is packed with 47 minutes of exciting racing action from Motovideo!

Tape #2: 250GP/600 Supersport/H-D TwinSports/EBC Team Challenge

In 250cc Grand Prix Series class action at Mid-Ohio, Performance South Racing's Rich Oliver flat-out left the field behind. In explaining his decisive win, Oliver said "They've been nipping at my heels the last couple of races, so I thought I'd put the hammer down this week and show them what the bike's got." Indeed he did!

Vance & Hines Yamaha's Jamie James and Smokin' Joe's Racing's Mike Smith put on the best show of the day, with the pair scrapping to the very end in a race that featured two men riding 600cc Supersport motorcycles as hard as they can be ridden.

Yoshimura Suzuki teammates Tom Kipp and Britt Turkington battled hard for most of the 750cc Supersport race in their quest for series points, while Fred Merkel high-sided his Muzzy Kawasaki while running in third.

Crashing was the order of the day, as Scott Zampach won the Harley-Davidson 883 TwinSports race when rival Shawn Higbee sampled the Mid-Ohio dirt at the edge of the track.

In the EBC Brakes-sponsored Unlimited Team Challenge, the race became a chess game with fuel stops, as the Erion Racing Honda riders won a strategic race over Fastline/MCM Suzuki and Muzzy Kawasaki.

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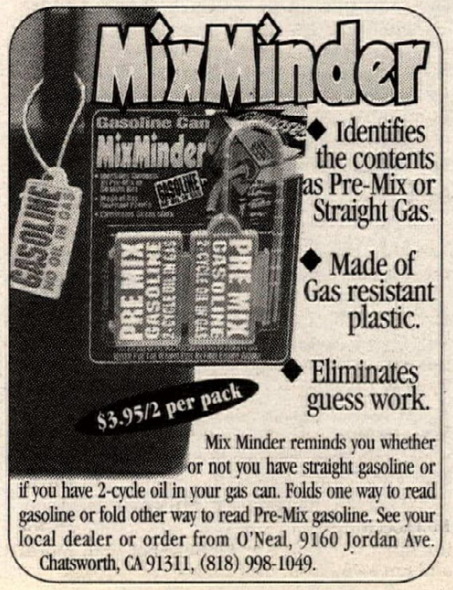

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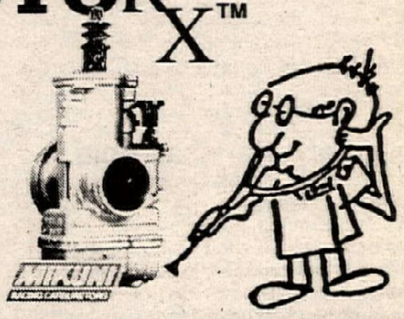

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(Top) Randy McCann (4) prepares to overtake Cris Crispin (2) on the first lap of the AA contest during the Clarke's Mild Ride Hare Scrambles in Assonet, Massachusetts. (Above left) Tony Amaradio was the cream of the crop in the Pro classes at Carlsbad. (Above right) Darin Nishimura (20) led eventual winner Jeff Steinrock (partially hidden) in +25 Intermediate action.

the first two laps, then Steve Carby took over, with Holt clinging to his rear fender. Carby held the position for the win, with Holt second. In the second heat, Jim McMorrow took off from the green and went unchallenged for the win. Mike Tripes tried to close the gap but had to settle for second with Tyson Vill on his tail.

The 250cc main had 11 qualified riders. Tripes got off the line first and held the lead for two laps before Holt snuck inside. Once Holt was out front, he avoided traffic and caution flags before crossing the line first for the win.

Results

500: 1. David Pelton; 2. Jim Rosa; 3. A.J. Herrera; 4. Ted Kirby; 5. Perry Padiztte.

250: 1. Brad Holt; 2. Jim McMurrow; 3. Marvin Meire; 4. Mike Tripes; 5. Tyson Vill.

Grise grabs Carlsbad gold

By Seymour Bettys

CARLSBAD, CA, NOV 12

Honda-mounted John Grise spanked the Vet Beginner class with a perfect double-moto sweep at Racing Enterprises' Saturday Carlsbad MX. With a healthy class turnout of 15 Vet Beginners, Grise's race win was all the more impressive.

Heavy rains early is the week left the normally dry and slick Carlsbad course moist and tacky, and every racer on hand agreed that the track was in excellent condition. In addition, competitors got a chance to race through the singletrack sections above the course that are normally only used for grand prix races. The result was some of the best racing of the year.

When the gate dropped for the first six-lap Vet Beginner moto, a threesome of overzealous racers tangled as they raced down the start straight and ended up in the fence lining turn one. Able to avoid the confusion, Grise slithered into the lead early on and proceeded to show the rest of the 30-and-over boys the fast way around the course. Robert Zingg did all he could to overtake Grise, but in the end was forced to settle for second aboar his Suzuki RM. Doug Mott held down third early in the race, but couldn't hold off a hard-charging Rob Gladden. Mounted aboard an Acerbis-sponsored Honda XR600, Gladden thundered past Mott with a certain air of authority in the front grandstand turn. Mott held on to fourth, while Jeff Campbell finished a distant fifth.

Moto two was a carbon-copy of the first, as Grise took charge right from the get-go. Zingg was again a solid second, while Gladden - who works part-time as a fashion model - was third over Mott. Chuck Williamson nabbed fifth, edging out Campell for fifth overall.

Former professional Jet Ski racer Jeff Hain dominated the 125cc Beginner class aboard his Grandma's Cookies-sponsored Kawasaki KX125. Kukla Cartoons' Becky Kukla holeshot both motos, but Hain ran her down in both outings and romped away with convincing wins. Kukla held on to second in both motos. Greg Hoffman was third, and Sean Sparkman was fifth.

Jeff Surwall hammered the competition in the first Vet Pro moto, easily beating Jay Baumert, Jeff steinrock and Joe Merrihew. Surwall, however, was not able to stay for the second moto and left the overall win up for grabs. Merrihew won the final moto, but it was Baumert who nabbed the win with consistent 2-2 scores.

Results

80 BEG: 1. Brandon Hamlett (Yam).

80 JR: 1. Cole Sleeter (Yam).

80 INT: 1. Michael Sleeter (Yam).

125 BEG: 1. Jeff Hain (Kaw); 2. Becky Kukla (Kaw); 3. Greg Hoffman (suz); 4. Sean Sparkman (Hon); 5. William Besher (Yam).

250 BEG: 1. Steve Haight (Yam); 2. Mike Satterfield (Kaw); 3. Jerry Yelinek (Hon); 4. Ryan Cumming (Hon); 5. Ole Bachman (Kaw).

125 JR: 1. John Nelson (Hon); 2. Craig Smith (Kaw).

250 JR: 1. Nick Kelbaugh (Hon).

500 JR: 1. John Willis (Hon); 2. John Tookey (Hon).

125 PRO: 1. Dennis Dahlin (Suz); 2. Joe Tuttebone (Hon).

250 PRO: 1. Tony Amaradio (Kaw); 2. Larry Gessner (Hon).

VET PRO: 1. Jay Baumert (Kaw); 2. Joe Merrihew (Kaw); 3. Jeff Steinrock (Hon); 4. Jeff Surwall (Hon); 5. Bo Lemastus (Kaw).

BOMBER: 1. Steve Holtman (C-A).

+25 INT: 1. Jeff Steinrock (Hon); 2. Larry Gessner (Hon); 3. Jay Baumert (Kaw); 4. Darin Nishimura (Kaw); 5. Bo Lemastus (Kaw).

VET BEG: 1. John Grise (Hon); 2. Robert Zingg (Suz); 3. Big Rob Gladden (Hon); 4. Doug Mott (Kaw); 5. Chuck Williamson (Kaw).

VET JR: 1. Jim Naegle (Kaw); 2. George Speck (Hon); 3. Jeff Parks (Hon); 4. frank Emerson (KTM); 5. Kirk Chapman (Yam).

VET INT: 1. Rick Lindgarden (Yam); 2. Joseph Gonzalez (Mai).

+40 JR: 1. Frank Benacka (Hon).

+40 INT: 1. Dennis Middleton (Hon); 3. Bill Malone (Hon); 4. Frank Hamlett (Hon); 5. Dave Jacobus (Yam).

+40 EX: 1. John Knight (Yam,); 2. Bruce Forinash (Kaw).

Phelps claims NETRA title at Clark's Mild Ride HS

By Cindy Lemere

ASSONET, MA, OCT. 16

Dirt Works/Dunlop/Kevco Stubbs/Bell/Spectro/ Hellion Design-supported Scott Phelps was back in the saddle to claim the AA class win at the Clarke's Mild Ride Hare Scramble and take home the NETRA Grand Championship for the third time in his career.

Phelps won the title after the NETRA season closed one race shy of its intended schedule. The Windswept Acres Hare Scramble scheduled to take place in Barkhampsted, Connecticut, on November 13 has officially been cancelled due to a cease and desist order filed against the event.

The final scramble of the series got off to a precarious start as the club officials were forced to black-flag the start of the event after the entire AA and A classes left to complete what was supposedly their first lap. As the final wave of A riders left the massive field start to squeeze into a 5-foot alleyway, Mark Olson and Kip Dirazonian collided while fighting for the holeshot; their bikes locked bars, and the two riders were thrown over their mounts. Olson had the misfortune of landing in the middle of the alleyway with more than 60 screaming bikes bearing down on him fast. Olson sustained minor injuries and was taken away by ambulance.

In the meantime, the Amateur classes had been left sitting on the line while the group of AA and A riders completed an entire 7.1-mile lap only to be told it was just a practice run. The race was then cut from the original seven laps to six.

The restart saw Phelps grab the holeshot with Cris Crispin, P.J. Peculin and Robert Speroni hanging tight together. Phelps led the entire first lap with little challenge from any other riders. Randy McCann, who had managed yet another of his fantastic starts - dead-last - was wicking it up in an attempt to catch the rest of the class. McCann quickly adapted to the sandy, whooped-out track and managed to pass Phelps in the sandy whoops at the start of the second lap.

McCann held the lead position for the next three laps until he began to make little mistakes, allowing Phelps to eat away at the minimal lead McCann had built up. By the end of the fourth lap, Phelps and McCann pitted simultaneously with Phelps exiting the pits ahead of McCann. Despite having to ride out the last two laps with a large hole in his pipe, Phelps outdistanced McCann. The final lap saw Phelps finish almost five minutes ahead of second-placed McCann. The third position went to Crispin.

Results

AA: 1. Scott Phelps (Yam); 2. Randy McCann (Kaw); 3. Cris Crispin (Hon); 4. Robert Speroni (Hon); 5. Todd Levesque (Yam).

125 EX: 1. Josh MoLevy (Kaw); 2. Brian Tucker (KTM); 3. Craig Vollkommer (Suz); 4. Ken Law (Yam); 5. James Prior (Hon).

200 EX: 1. Jimmy Edmonds (Kaw); 2. David Fraser (Kaw); 3. Randy Law (Kaw); 4. Kevin Wall (Kaw); 5. Todd Dabkowski (Kaw).

250 EX: 1. David Paquette (Hon); 2. Wes Clarke (Hon); 3. Shawn Levesque (KTM); 4. Mark White (Hon); 5. Arthur Menzel (Kaw).

OPEN EX: 1. Ken Valentine (Hon); 2. David Carlson (Hon); 3. Doug McKinnon (Hon); 4. James Kirchnen (Hon); 5. Peter Antinarelli (Hon).

VET EX: 1. Carl Binner (Yam); 2. Phillip Lemere (Hon); 3. Norm Tunrberg (Yam); 4. Tom Ricardi (Kaw); 5. Roger Billharz (KTM).

4-STRK EX: 1. Lee Pelletier (Suz); 2. Kevin Paine (Hon); 3. Geoff Wurlitzer (Hus).

SR EX: 1. John Dunn (Hus); 2. Steve Formanek (Kaw); 3. James Petrovic (Yam).

125 AM: 1. Bob Santheson (Hon); 2. Lance Longo (Suz); 3. Paul Johnson (Yam); 4. John DeSanty (Yam); 5. Benjamin Britch (Yam).

200 AM: 1. Mike Duhaime (Kaw); 2. Scott Raymond (Kaw); 3. Raymond Menzel (Kaw); 4. Bob Larson (Kaw); 5. Morris Clemsons (Kaw).

250 AM: 1. Bob Foster (Hon); 2. Tom Wallace (Suz); 3. Troy Pike (Yam); 4. Neil Dennett (KTM); 5. Gary Wahlstrom (Hon).

OPEN AM: 1. Daryl Cipperly (KTM); 2. Thomas Quaka (Kaw); 3. Edward Sekelsky (Hon); 4. Steve Ostengand (Hon); 5. Glenn Dougherty (KTM).

VET AM: 1. Steve Audet (Yam); 2. Andy Gagne (Kaw); 3. Art Randolph (Yam); 4. Brad Robertson (Hon); 5. Doug Hansen (Hon).

4-STRK AM: 1. Scott Almeida (Hon); 2. Dave Simcock (Hon); 3. Gus Bender (Hon); 4. Matt Bingham (Hon); 5. Craig Franco (Kaw).

SR AM: 1. John Millett (Yam); 2. Rick Hessen (Kaw); 3. Paul Dumais (Suz); 4. Tom Cassidy (KTM); 5. Bob Young (KTM).

125 NOV: 1. Brian O'Neil (Suz); 2. Scott Gosselin (Yam); 3. Zachary Beaudoin (Yam); 4. Chris Hilton (Hon); 5. Todd Santheson (Yam).

200 NOV: 1. Chris Simpson (Kaw); 2. Scott Letendre (Kaw); 3. Gregory Messien (Kaw); 4. Frank Smeoynsti (Kaw); 5. Joe McLaughlin (Kaw).

250 NOV: 1. Tab Zimmerman (Hon); 2. William Boyd (Hon); 3. Scott Reynolds (Suz); 4. David Bonsall (Kaw); 5. Glenn Arnold (Suz).

OPEN NOV: 1. James Cordero (Hon); 2. Carl Jepson (Hon); 3. Scott Keitel (Hon); 4. Richard Lundy (Hon); 5. Robert Pettingill (Hon).

VET NOV: 1. Robert Acquefresca (Suz); 2. Don Brown Jr. (Hon); 3. Joun Badat (Kaw); 4. James St. Laurent (KTM); 5. Don Walten (Suz).

4-STRK NOV: 1. Donald Gordon (Hon); 2. Eric Garcia (Hon); 3. Kevin Knott (Suz); 4. Mike Kaminski (Hon); 5. Steven DesChamps (Hon).

SR NOV: 1. Joe Fratianni (Yam); 2. Al Fagan (KTM); 3. William Cafarell (Hon); 4. Toni Moores (KTM); 5. Robert King (Yam).

S/SR: 1. Jerry Shiners (Hus).

JR: 1. Doug Stroh Jr. (Kaw); 2. Benjamin Britch (Yam); 3. David Bradley (Yam); 4. Hans Neff (Kaw); 5. Jonathan Choquette (Hon).

MINI: 1. Shawn Tyrrell (Yam); 2. Eric Pouliot (Suz); 3. Chris Dunham (Kaw); 4. Drew Carpenter (Suz); 5. Mike Peristere (Kaw).

WMN: 1. Sherry Landry (Kaw); 2. Michele Lau (Kaw); 3. Michelle Blanchette (Hon); 4. Pam Minella (Kaw); 5. Amanda Young (Hon).

Brown takes Fall Classic Motocross title

By Kyle Myers

REDDICK, FL, OCT. 29-30

Little did he know it, but Mike Brown wrapped up the championship in the AMA/KTM/Dirt Shirts/Honda of Troy Fall Classic Series, before the racing even started at Motocross of Marion County.

As the 250cc Pro class was called to the starting line, a severe rain and lightning storm hit the clay-based course and delayed the race 45 minutes. When the rain passed, all the riders agreed to cancel the race, and the H.O.T./Pro Circuit/Scott-backed Brown gladly accepted the $3000 winner's pay out of the series points fund and earned his first AMA Pro number-one plate.

The amateur riders did hit the track on Saturday, with Jason Thomas winning the 125cc B class. When the 10-rider field rounded the first corner in the opening moto, Thomas led the way with Ronnie Renner, Kenny Jones, Jason Dodds and Eddie Ray following. Jones slipped by Renner in the second turn to take over the runner-up spot, while Thomas pulled out a three-second advantage. Positions would stay the same, with Jones closing in on Thomas but unable to make a pass. At the finish, Thomas, Jones, Renner, Dodds and Ray rounded out the top five.

Thomas again ripped the holeshot over Renner, Dodds, Ray and Jones in moto two. Streit's-backed Thomas added three seconds to his lead as Jones motored by Ray. Renner then endoed on the middle double, allowing Dodds, Jones, Ray and James Joiner by. Dodds then set his sights on Thomas and closed to his rear wheel, Thomas handled the pressure well and crossed the line just in front of Dodds to score the moto and overall wins. Jones, Ray and Joiner rounded out the top five.

Results

80 (7-11): 1. Tyson Hadsell (Suz); 2. Jason Bell (Suz); 3. Jessica Patterson (Kaw); 4. Jordon Peeples (Kaw); 5. Scott McAlpin (Suz).

80 (12-13): 1. Clint Shealy (Kaw); 2. Tom Parsons (Suz); 3. Justin Hands (Hon).

125 B: 1. Jason Thomas (Kaw); 2. Ken Jones (Hon); 3. Jason Dodds (Yam); 4. Ed Ray (Kaw); 5. James Joiner (Hon).

250 B: 1. Jason Dodds (Yam); 2. Ed Ray (Kaw); 3. Jeff Neilander (Hon); 4. Derrick Januszky (Hon); 5. Jason Dean (Suz).

125 C: 1. James McCormick (Suz); 2. Scott McGuigan (Hon); 3. Alan Piacentine (Yam); 4. Mike West (Hon).

250 C: 1. Mike Lepp (Yam); 2. Kirk Layfield (Yam); 3. Brett Bohannon (Kaw); 4. Gary Emeremson (Kaw).

125 BEG: 1. Ron Lance (Hon); 2. Kevin Sawchurch (Hon).

30+: 1. Gary Emremson (Kaw); 2. Tom Fogg (Kaw); 3. Beth Rewis (Yam); 4. Todd Glady (Suz).

40+: 1. Tom Fogg (Kaw); 2. Randy Kelley (Kaw); 3. Duke Finch (Yam); 4. Charles Lehing (Hon); 5. Rufus Sallas (Hon).

OPEN NOV: 1. Charles Lehing (Hon); 2. Eric Oxford (Kaw).

Gaskill grittiest in True Grits 50cc Fun Run

By Austin McHenry

SUCHES, GA, NOV. 6

In this day and age of come and go, now you see 'em now you don't events like various U.S. Grands Prix and the World Series, the fact that

the 13th Annual True Grits 50cc Fun Run drew a record number of entrants - 63 - bodes well for its future.

The man behind the event, which is limited, more or less, to 50cc motorcycles, is Ben Cheatwood, a longtime American Honda employee who is currently on loan to the Acura division where he's been busy peddling mega-buck NSX sports cars to the likes of motocrosser Jeremy McGrath and road racers Scott Russell and Colin Edwards. The course that Cheatwood laid out this year started at Frank Cheek's T.W.O. (Two Wheels only) Campground and 74.4 miles later ended there. The run took riders from downtown (uptown?) Suches up and down the mountains, coming near but not going over Brasstown Bald, at 4,784 feet the highest point in the Peach State. Showing little if any mercy for the entrant's tiddler-sized bikes, Cheatwood's route sheet required a 38-mph average at the start and that changed just 2.4 miles out to 48 mph. At the 44-mile point, the pace was dropped to 24 mph - mountain-climbing time - and 3.2 miles later was upped to 48 mph, a pace required to the finish.

Among the celebrity entrants in this year's True Grit, which in the past has attracted the likes of motorcycling legends like John Penton and Bob Hannah, were WERA road racer Kurt Hall, 1969 Race of Champions winner Al Gaskill, AIR's head of competition and last year's overall winner Roy Janson, artist Jeff Gundlach, whose works have appeared on the cover of *Cycle News* and American Motorcyclist magazine, and ESPN 2's Jerry Bernardo, who was on hand with a camera crew that taped the event for a MotoWorld 2 show on "the Deuce."

In addition to promoting the AMA-sanctioned event, Cheatwood also supplies many of the entrants with bikes from what is no doubt the world's largest collection of Honda MB-5s. Why? "I don't mind doing all the work or lending people my bikes," Cheatwood said, "because I get a kick out of seeing people pay me to ride on public highways just to possibly pick up a recycled trophy."

"Possibly pick up a recycled trophy" really doesn't apply in the case of the True Grits, seeing as how each and every entrant is invited to step up and pick the used trophy of his or her choice before the results are announced. Riders who actually have earned, or perhaps have even undeservedly been awarded a finishing position of merit by the promoter, are then given an engraved strip to place on their trophy, a self-adhesive strip, of course.

After it was announced that one of the Kurt Halls on hand - there were at least three entrants wearing road race leathers with "Hall" across the back - had finished 10th in one class or another, and that three not too slim nor small riders, including the Slay brothers who are big enough to play defensive end for any NFL team, finished 1-2-3, Cheatwood called the Grand Grit Pooh Bah to the front.

Serving in that honorable position and wearing Cheatwood's son's high school graduation robe, 1984 True Grits winner Jack Mangus grabbed the microphone and with little if any fanfare announced that the overall winner was none other than Detroit-area Honda dealer and former pro dirt tracker Al Gaskill. Cheatwood presented Gaskill with a new pink Corvette and a yellow tow truck - "To tow the Vette with if the car breaks down" - both from Toys 'R Us.

"What can I say," said a stunned Gaskill. Then referring to his senior status and the heavyweight boxing championship match that had taken place the evening before the run, he added. "Foreman and me, we did it."

Cheatwood was asked if Gaskill's win was the result of insider scoring that was perhaps influenced by the fact that Gaskill is a Honda dealer and that he gave the promoter a bag of goodies prior to the event.

"Absolutely not, although I must say Al's not the only Honda dealer here today, but he is the only one who gave me a present." CN

Results

O/A: Al Gaskill (Hon).
F/W: 1. Joe Waurosch (Hon); 2. Terry Slay (Hon); 3. Jerry Slay (Hon).
L/W: 1. Rhonda Hurt (Hon); 2. John New (Yam); 3. Erv Dailey (Hon); 4. Becky Canup (Yam); 5. Tripp Almon (Yam).
M/W: 1. Chris Moling (Yam); 2. Max Autry (Hon); 3. Butch Lieder (Hon); 4. Gary Owen (Hon); 5. David Hamilton (Yam).
H/W: 1. Randy Rosebro (Hon); 2. Bob Hale (Hon); 3. Todd Berg (Yam); 4. Terry Bailey (Yam); 5. Terry Dishroon (Hon).
YGTBK: 1. William Jeffrey Champion (Hon); 2. Jeff Potts (Hon); 3. Lee New (Yam); 4. Bill Forgrave (Yam); 5. Gerald Green (Yam).
WGAS: 1. Tim Lockwood (Hon); 2. Dick Ehtridge (Hon); 3. Roy Janson (Hon); 4. Jeff Gundlach (Hon); 5. John Wiser (Hon).
NONE: 1. Joe Azmon (Hon).
CUTE & CHUBBY: 1. Jerry Bernardo (Hon).
SCREAMING STRATS: 1. Jim Soleslin (Hon).
A/C COOLED: 1. Gary Drown (Sac).
MOD SCUD: 1. Leroy Powell (Hon).
VIN: 1. Ken Moling (Hon).
IRONMAN: 1. Geoff Hazel (Ves).
PROCRASTINATE: 1. Tom Adams (Hon).
UNORTHODOX: 1. Grad Harrerd (Hon).
NERD: Andy Pilrim (Yam).

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"1994 AMA CAMEL SUPERCROSS SERIES"

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Round #1 - CITRUS BOWL - ORLANDO, FLORIDA

(#301E) The opening round of the 1994 AMA Camel Supercross Series showed promise as a rejuvenated field of factory supercross stars prepared to put a stop to the one-man freight train called Jeremy McGrath. Join over 36,000 Florida fans as they root for their favorites at Orlando's Citrus Bowl. All the top players showed up for the shootout, including Team Honda/1-800-COLLECT riders Jeff Stanton, Doug Henry and Steve Lamson, Team Yamaha's Jeff Emig and Mike Craig, Team Suzuki's Brian Swink and Team Kawasaki's Mike LaRocco and Mike Kiedrowski.

Catch the excitement in the 125cc class, too, as Team Suzuki's Ezra Lusk and Jimmy Button battle it out with newcomers Tim Ferry and Robby Reynard.

47 minutes from Motovideo.

Round #2 - HOUSTON ASTRODOME - HOUSTON, TEXAS

(#302E) Join over 37,000 frenzied fans inside the Houston Astrodome as Team Honda/1-800-COLLECT rider Jeremy McGrath overcomes a terrible start to win the race he described as "the hardest ever." Team Kawasaki's Mike LaRocco kept the pressure on McGrath as the two sliced their way through the pack on one of the best supercross tracks in years at the Astrodome.

In the 125cc final, it was East vs. West as the trio of top Suzuki riders Ezra Lusk, Jimmy Button and Damon Huffman put on a big enough battle to whip up the Texas crowd.

47 minutes from Motovideo.

Round #3 - ANAHEIM STADIUM - ANAHEIM, CALIFORNIA

(#303E) Shortly after the big earthquake took a bite out of Anaheim Stadium, the AMA Camel Supercross Series rolled into Southern California as Jeremy McGrath was getting ready to take another bite out of his competition. Jeremy's toughest competitor from the previous rounds had been Team Kawasaki's Mike LaRocco, who cased his KX250 hard on an Anaheim triple jump and was forced out of contention. Join the party as over 43,000 SoCal supercross fans cheer on Team Honda/1-800-COLLECT rider Jeff Stanton and Team Yamaha's Mike Craig as the keep the heat turned up on Jeremy McGrath.

Local Team Suzuki racer Damon Huffman provided some rock & roll of his own as he treated the crowd to an awesome display of talent in the 125cc class over Mexican national champion Pedro Gonzalez and Honda rider Craig Decker.

47 minutes from Motovideo.

Round #4 - JACK MURPHY STADIUM - SAN DIEGO, CALIFORNIA

(#304E) Team Honda/1-800-COLLECT rider Jeremy McGrath amazed the crowd at Jack Murphy Stadium by winning a race no one expected him to win. How could this be? Jeremy was actually beaten in a head-to-head battle with Team Yamaha's Mike Craig during a semi - after failing to transfer after crashing with another rider during his qualifier. On top of all this, McGrath was suffering from a severe head cold, and was having trouble breathing, let alone feeling well enough to race competitively.

The 125cc final was one of the most exciting races you'll ever see, as Team Suzuki's Damon Huffman picked himself up from a first-turn crash to challenge Team SplitFire/Hot Wheels/Kawasaki rider Ryan Hughes for the win. The race to this finish is one of the most inspiring you'll ever see.

47 minutes from Motovideo.

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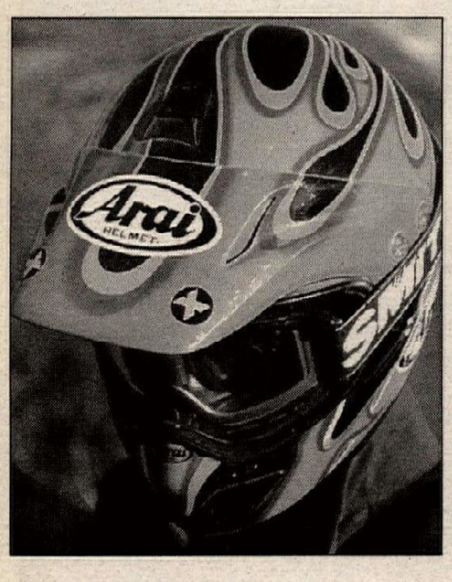

Arai DS Helmet

I've often asked myself that if I was forced to own just *one* type of motorcycle what would it be? My internal instinct is always quick to respond by saying, "an MX bike," or "an off-road bike." But that would be impractical. How would I get to work? Okay, maybe a sport bike. But then I couldn't ride in the dirt anymore! So, if I had to choose just one bike, it would no doubt be a dual sport bike - I could ride it to work *and* go trail riding on it on the weekends.

This all leads to my next question. What kind of helmet would I buy? A street helmet? After all, I'd spend the majority of my time on the bike at highway speeds while riding back and forth to work five days a week, or from one dirt road to another. But street helmets don't cut it on the trail. Or, would I buy an off-road helmet? But freeways (wind blast) and visors simply don't mix. Plus, it's no fun carrying goggles around all day. So, does this mean I'd have to buy two separate helmets at approximately $300 (or more) each?

No - not if I bought the new DS helmet from Arai.

Simply put, the new DS lid is basically two helmets in one. Within about five minutes, the DS can be transformed from a full-on off-road helmet to a full-on street helmet and vice versa. According to Arai, the DS helmet "has been specifically designed for dual sport riders operating in the accepted ratio of 80% road riding and 20% off-road riding."

First, the details. The helmet itself features a full-coverage shell that is fully ventilated and comes in a wild "fiery" paint scheme in a variety of color combinations. If the extravagant paint job is a bit too flashy for you, plain white or gray versions are available as well. The DS helmet comes with an interchangeable face shield and peak (visor), including a removable breath deflector and two mouth ventilation duct plugs, which all should be used when the going gets wet and cold.

In dual sport mode, four screws are used to attach the off-road Aerodyne peak which has two air outlets to help reduce air pressure lift-up while riding at speed.

The eye port is big enough for a wide variety of goggles. The Smith Violators, one of the bigger goggles on the market, takes some maneuvering to put in place, but once in, all is well.

On the trail, you'd never know that you weren't wearing a strictly off-road lid. However, some of our testers said the helmet got a little warm when muscling the bike around on a hot day, especially when the breath deflector was installed. Otherwise, the DS helmet makes a fine off-road shell.

A few minutes later, after removing the visor and installing the flip-up face shield, the DS helmet is ready for the street. In my opinion, even if you ride on nothing but pavement, the DS is a viable option as a 100% street helmet; it is as comfortable as any strictly street lid on the market. I like the larger-than-usual eye port, the fact that there is relatively little wind noise to contend with, and I like the helmet's overall styling and the excellent quality and craftsmanship. The paint finish is outstanding and fairly scratch resistant.

Perhaps best of all, I liked the overall fit of the DS helmet. It's very comfortable. But some of our staffers complained that there was excessive padding in the cheek area which created too much side-to-side pressure, especially when the helmet was new. Even my narrow face could feel a bit of a squeeze, but after about a week's worth of riding, the padding broke in and formed around my head and face like a well-used glove. Even the other testers on our staff who really complained about the tight fit with their DS helmets, admitted that after a few rides, they didn't notice the problem anymore. My only complaint, albeit a small one, was that my long beak barely rubbed against the inside of the face piece. No one else here had that problem.

There are some other neat little features, like an end-strap snap that actually works, and a rotatable intake/exhaust duct located at the top of the shell. The DS helmet is also both SNELL and DOT certified.

Overall, I think the DS helmet is a masterpiece. Lately, I've been commuting back and forth to work everyday on a Suzuki RF900 sport bike wearing the DS helmet and have no immediate desire of going back to a "standard" street helmet.

The Arai DS helmet is not cheap. The painted models will set you back $499.15 (suggested retail price), the single-tone versions $433.18. But no matter how you look at it, it's cheaper than buying two separate helmets. For more information call Arai Helmets at 904/253-5100.

Kit Palmer

THOR Storm Stowaway vest

I'll do almost anything not to wear an off-road jacket while I'm dual sport riding. It never seems to fail that whenever I feel that it's cold enough to wear an "enduro" jacket, the sun will soon pop out and the next thing I know - I'm sweating like a dog and want to ditch my jacket somewhere. Of course, when the weather is truly ugly, a good, full jacket is a must. But what I perhaps like best about enduro jackets are the pockets, usually they have lots of them. They're good for carrying your wallet, keys, candy bars, etc., but when it's warm out, who wants to wear a jacket? And without a jacket, you have no pockets.

So rather than wear riding jackets, I like to wear vests, and one of the best vests I've found is the THOR Storm Stowaway dual sport vest. Malcolm Smith Products used to offer a pretty trick vest that featured two pockets and zippered sleeves, but they have long since discontinued that jacket/vest. The outside of the THOR vest is constructed of heavy-duty 100% poliammide and 100% polyester, and the inside liner is made of 100% soft cotton, and there are no zippered sleeves.

There are no less than six pockets or storage areas; all but two of them use zippers, the other two are sealed by Velco flaps.

A neat feature is a large pouch on the back that contains an easy-access poliammide/poliuretan-constructed rain jacket which fits over the entire vest. Plus, the front of the vest feature 3M Scotchlite reflective stripes, and the back features a ventalation strip.

The vest works well for dual sport

riding. There are plenty of places to carry all kinds of "stuff," but in really wet weather, water can sneak into the pockets through the zippers. We used the jacket in a dual sport ride in Kauai, where the weather was warm, but rainy. The vest was a life saver. Due to the warm and humid climate, a regular enduro jacket would've been far to hot, but you still needed protection from the rain. The THOR vest was light and cool enough for Kauai's tropical climate, and the pull-out rain jacket came in handy for the many, yet brief, downpours. The rain jacket won't keep you entirely dry, but it does keep you comfortable, nonetheless.

The Storm Stowaway vest carries a suggested retail price of $168.95 and comes in black and silver, and black and purple color schemes. Sizes range from medium to XX large.

For more information call THOR at 619/463-3400.

Kit Palmer

Moose XCR enduro jacket

Not very often does a product come along that I can actually get excited about - especially when it comes to riding gear. For the most part, apparel is something that I like to forget. If I pay it any mind, it's usually because something is wrong. Rarely does a piece of gear work so *well* that I actually notice it, but such is the case with Moose Offroad's new XCR enduro jacket.

Touted as the "next step" in enduro jacket technology, the XCR is unique in its design. A quick glance at the front will reveal the lack of a standard zipper, as the jacket uses a pull-over system instead. This may sound a bit strange at first, but the idea actually works quite well. A large head hole makes getting it over your helmet a breeze, and pair of two-way zippers also extend down from under each armpit, all the way down the jacket's sides. To put the jacket on, just pull the side zipper tabs up from the waist line, don the jacket and pull the zippers back down. Yes, it is probably a little easier to pull on a front-zippered jacket, but the pull-over design is much more comfortable once the jacket is on. The waist features an elastic drawstring, which keeps everthing comfortably in place, even at high speeds. The multitude of zippers takes a while to learn how to work, but don't make the mistake of ignoring them to avoid the hassle; they're worth it.

Comfort is another of the XCR's strong points. The jacket is constructed with a roomy cut, big enough to fit easily over a chest protector - even big ones like the Acerbis Zoom and the HRP. Our jacket was a prototype, and the sleeves were a bit snug for elbow pads. Moose claims that the final version will not have this problem. A soft collar lining prevents chafing around the neck.

Yet another nice touch is the jacket's venting system, which is the only one I've come across that actually works. The same side zippers that zip *up* to make donning the jacket a breeze, also zip *down* to allow a refreshing breeze in under the arms. The chest features two pockets, which unzip to allow air venting in the front. In addition, each sleeve has a zippered vent in the forearm area, making for a virtual tornado of wind entering the jacket. Of course all of this air must have somewhere to go, so Moose has incorporated two zippered "exhaust vents" in the back, which keep the XCR from ballooning up at high speed, making the rider look like the hunchback of Notre Dame. With all of the zippers open, the jacket is nearly as cool as wearing a jersey. If it's *still* too hot, the jacket can be folded into its own rear pocket, and worn like a fanny pack.

Of course, staying cool isn't exactly what jackets are for, and with all the zippers closed, the XCR does a pretty good job of keeping the rider warm.

Yes, there are conditions where it may not be quite enough, but this can be rectified by adding a few layers underneath. And in rain, the jacket sheds water like a duck's feathers, thanks to its Acti-Vent lining. Acti-Vent is a new invention from W.L. Gore & Associates, Inc., makers of the world famous Gore Tex. The thin new lining is extremely water resistant, but is even more breathable than Gore-Tex - the previous standard by which all other water-proof treatments were measured. I used the XCR in Colorado rain storms, and was barely even damp under the jacket.

To sum things up, the XCR is the best jacket I've ever worn, beating its competitors in literally every department. One would almost think that it was designed by someone who's ridden motorcycles - maybe even a decent rider. One would be correct. Much of the design work - as well as the product testing - was done by eight-time National Enduro Champion Dick Burleson, who also happens to hold a degree in Engineering. Not only that, but at $199.95, the price is not at all out of line; heck, I figured Moose spent that much in zippers alone.

The XCR is available in sizes M, L, XL and XXL, with possible color combinations of blue/purple, purple/teal, red/purple and - for the USFS ranger wanta-bes - burgundy/forest green. For more information, call Moose at 800/MOOSE-IT.

Chris Jonnum

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone;** we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

World Championship Road Race Series
3/26/95 Eastern Creek, Australia, Rnd 1
4/2 Shah Alam, Malaysia, Rnd 2
4/23 Suzuka, Japan, Rnd 3
5/7 Jerez, Spain, Rnd 4
6/11 Mugello, Italy, Rnd 5
6/24 Assen, Netherlands, Rnd 6
7/9 Le Mans, France, Rnd 7
7/23 Donington Park, Eng., Rnd 8
8/6 TBA, United States, Rnd 9
8/20 Brno, Czech. Republic, Rnd 10
9/17 TBA, Rnd 11
9/24 Buenos Aires, Argentina, Rnd 12
10/8 TBA, Europe, Rnd 13

World Championship Superbike Road Race Series
5/7/95 Hockenheim, Germany, Rnd 1
5/21 Misano, Italy, Rnd 2
5/28 Donington Park, England, Rnd 3
6/18 Monza, Italy, Rnd 4
6/25 Albacete, Spain, Rnd 5
7/9 Salzburgring, Austria, Rnd 6
7/16 Magny Cours, France, Rnd 7
8/6 Brands Hatch, England, Rnd 8
8/29 Sugo, Japan, Rnd 9
9/3 Assen, Holland, Rnd 10
10/15 Sental, Indonesia, Rnd 11
10/29 Phillip Island, Australia, Rnd 12

World C'ship 125cc MX Series
4/2/95 Castiglione, Italy, Rnd 1
4/9 Bellguig, Spain, Rnd 2
4/30 Vila S. Cruz, Argentina, Rnd 3
5/14 Szczecin, Poland, Rnd 4
5/21 Norg, Holland, Rnd 5
5/28 Kaposvar, Hungary, Rnd 6
6/11 Foxhill, England, Rnd 7
6/18 Jinin, Czech. Republic, Rnd 8
7/2 Borgon Mag, San Marino, Rnd 9
7/8 Iffendic, France, Rnd 10
7/30 Pugeran, Indonesia, Rnd 11
8/13 Reil, Germany, Rnd 12

World C'ship 250cc MX Series
3/26/95 Talavera, Spain, Rnd 1
4/9 Valkenswaard, Holland, Rnd 2
4/23 Payerne, Switzerland, Rnd 3
4/30 Maggiora, Italy, Rnd 4
5/21 Vanlaa, FInland, Rnd 5
5/28 Motala, Sweden, Rnd 6
6/11 Foxhill, England, Rnd 7
6/18 Cork, Ireland, Rnd 8
7/16 Maracay, Venezuela, Rnd 9
7/30 Gdynia, Poland, Rnd 10
8/6 Reisersberg, Germany, Rnd 11
8/20 Suzuka, Japan, Rnd 12
9/3 Chateau-du-Loir, France, Rnd 13

World C'ship 500cc MX Series
4/2/95 Arganil, Portugal, Rnd 1
4/23 Sittendorf, Austria, Rnd 2
5/7 Wohlen, Switzerland, Rnd 3
5/21 Loket, Czech. Republic, Rnd 4
5/28 Folkensange, Lxmbrg., Rnd 5
6/11 Cingoli, Italy, Rnd 6
6/18 St. Jean d'Ang, France, Rnd 7
7/2 Ballykelly, Ireland, Rnd 8
7/9 Hawkstone Park, England, Rnd 9
8/6 Namur, Belgium, Rnd 10
8/20 Rhenen, Holland, Rnd 11
8/27 Reultingen, Germany, Rnd 12

World Championship Supercross Series
12/2-3 Geneva, Switzerland, Rnd 4

World C'ship Enduro Series
4/2/95 Castelion, Spain, Rnd 1
4/9 Tomar, Portugal, Rnd 2
5/14 S. Severino Marche, Italy, Rnd 3
5/21 Prades De Salans, France, Rnd 4
6/11 Linkoping, Sweden, Rnd 5
6/18 Rihimaki, Finland, Rnd 6

World C'ship Trials Series
4/9/95 Warken, Luxembourg, Rnd 1
4/16 Hawkstone Park, England, Rnd 2
4/23 Sugar Loaf Mt., Ireland, Rnd 3
5/14 Bilstain, Belgium, Rnd 4
5/26 Nowy Targ, Poland, Rnd 5
6/4 Temi, Italy, Rnd 6
6/18 Bilbao, Spain, Rnd 7
6/25 St. Michel-de-Maurienne, France, Rnd 8
7/16 La Rabassa, Andorra, Rnd 9
8/20 Helsinki, Finland, Rnd 10

Motocross des Nations
9/10/95 Sverepec, Czechoslovakia

Trials des Nations
9/24/95 Piesting, Austria

International Six Day Enduro
9/18-23/95 Jeleria Gora, Poland

C'ship Cup Pro-Am Series
Florida Region
12/11 Palm Beach Gardens, FL

Southwest Region
12/3-4 Chandler, AZ
Info 704/684-4297

Best in the Desert Silver State Series
12/2-4 Laughlin, NV, Rnd 7
Info 702/457-5775

AMA/Prostar Drag Race Series
11/18-20 Gainesville, FL, Rnd 9
Info 205/852-1101

AMA Championship Mid South Winter Hare Scrambles Series
12/4 Hohenwald, TN
1/8/95 Bolivar, TN
1/22 Lynneville, IN
2/5 Centerville, TN
2/19 Lawrenceburg, TN
3/19 Cadiz, KY
4/2 Fordsville, KY
4/23 Mannington, KY
Info 615/331-1475 or 615/859-0873

NETRA Turkey Run Series
11/27 Plympton, MA
12/4 Plymouth, MA
Info 203/875-5757

American Trials Assn. Series
11/27 Lucerne Valley, CA
12/11 San Gabriel Canyon, CA
Info 213/259-6631

SETRA C'ship Enduro Series
1/15/95 Charleston, SC
1/29 Wedgefield, SC
2/26 Greensboro, GA
3/5 Pelion,SC
3/9 Daytona Beach, FL
3/26 Lenoir, NC
4/9 Clanton, AL
4/23 Augusta, GA
4/30 Olustee, FL
5/21 Richloam, FL
Info 404/922-8234

SETRA Championship Hare Scrambles Series
11/20 Buena Vista, GA
12/4 Elgin, SC
12/11 Cochran, GA
1/8/95 Greensboro, GA
2/5 Willington, SC
2/12 Madison, GA
3/19 Buena Vista, GA
5/6 Charlotte, NC
Info 706/468-1328

Golden Crown of Baja Off Road Desert Series
12/2-4 Gran Carrera de Campeones San Felipe, B.C., Mex.
Info 818/340-5750

Gran Prix de Baja Series
11/18-19 San Felipe Gran Prix San Felipe, B.C., Mex
Info 818/340-5750

LaPlaya MX GP Series
12/4 Rosarito, B.C., Mex.
Info (011-52-661) 22525

Florida Trials Assoc. Championship Series
11/27 Crooms, FL
12/18 Crooms, FL
1/15/95 Crooms, FL
2/5 Hernando, FL
3/4-5 Crooms, FL
3/26 Crooms, FL
4/23 Hernando, FL
5/21 Crooms, FL

Florida Trail Riders C'ship Hare Scrambles Series
11/19-20 Daytona, FL
12/3-4 Reddick, FL
1/21-22/95 Reddick, FL
2/4-5 Ft. Pierce, FL
2/18-19 Ft. Meyers, FL
3/25-26 Reddick, FL
4/8-9 Reddick, FL
4/22-23 Orlando, FL
5/13-14 Titusville, FL
Info 407/264-0559

Florida Trail Riders C'ship Enduro Series
1/15/95 Charleston, SC
3/12 Ocala, FL
4/30 Olustee, FL
5/21 Richloam, FL
6/11 Daytona, FL
Info 407/264-0559

Tucker Rocky/Answer Florida Mini-Cycle C'ship Series
12/4 Orlando, FL
12/18 Orlando, FL

Yamaha/McDonald's/Fox Pee Wee Championship Series
12/4 Orlando, FL
12/18 Orlando, FL

TVRC Fall Series
11/27 Tyler, TX
12/4 Burleson, TX
Info 817/282-0408

Nor Cal YSR C'ship Series
11/20 Sacramento, CA
Info 916/722-5517

CMRRA 50cc-125cc C'ship Road Race Series
12/3-4 Lake Perris, CA
Info 909/674-2007

MTEG Ultracross Series
1/21/95 Anaheim, CA
2/25 San Diego, CA
3/18 Seattle, WA
4/1 Alburquerque, NM
4/8 Las Vegas, NV
TBA Pontiac, MI
5/20 Denver, CO
6/17 Salt Lake City, UT
Info 714/254-3001

AMA National Arenacross Series
11/18-20 Peoria, IL
12/2-4 Rockford, IL
1/6-8/95 Ft. Worth, TX
1/6-8 San Francisco, CA
1/13-15 Guthrie, OK
1/20-22 Niagara Falls, NY
1/27-29 Topeka, KS
2/3-5 Detroit, MI
2/10-12 Mikwaukee, WI
2/17-19 Cincinnati, OH
2/24-26 Denver, CO
Info 817/626-7297

AMA North California Enduro & Qualifier Classics
11/20 Ballinger Canyon, CA
Info 916/624-7407
* Qualifier

AMA No. California Cross Country Series
11/20 Wilseyville, CA
11/26 Fallon, CA
Info 408/294-3438

WSMC Road Race Series
11/19-20 Rosamond, CA
12/17-18 Rosamond, CA
1/14-15/95 Rosamond, CA
2/18-19 Rosamond, CA
3/18-19 Rosamond, CA
4/15-16 Rosamond, CA
5/20-21 Rosamond, CA
6/17-18 Rosamond, CA
7/15-16 Rosamond, CA
8/19-20 Rosamond, CA
9/16-17 Rosamond, CA
10/14-15 Rosamond, CA
11/18-19 Rosamond, CA
12/16-17 Rosamond, CA
Info 805/256-1234

WSDRA Dirt Track Series
11/26 Rosamond, CA
12/10 Rosamond, CA

Motor Sports of America Short Track Championship Series
11/19 Steubenville, OH
1/14/95 Casper, WY
1/13-14 Cedar Rapids, IA
2/1 Lincoln, NE
2/18-19 Sioux Falls, SD

AMA/District 37 Dual Sport Ride Series
11/25-26 *LA-Barstow-Vegas
11/28-29 Vegas-Barstow-LA
12/10-11 Ontario, CA
*National Trail Ride event
Info 818/249-2141

GFI Super Saturday MX Dealer Series
11/19 Perris, CA
11/26 Perris, CA
12/3 Perris, CA
12/10 Perris, CA
12/17 Perris, CA
Info 909/371-3434

CMA O'Neal USA Central California Championship Motocross Series
11/20 Madera, CA
11/27 Madera, CA
12/4 Tulare, CA
12/11 Tulare, CA
12/18 Madera, CA
Info 209/673-8080

$ HONDA - KAWASAKI - SUZUKI $

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ARIZONA CHAMPIONSHIP MOTOCROSS
November 25,26,27, 1994
117th Ave., Glendale - Thrasherland, Phoenix

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- Make plans now to attend the BIG three-day closing of this years COPPERSTATE CLASSIC.

Friday, Nov. 25 Practice: 9AM-3PM
Saturday, Nov. 26 Racing: 7AM-Gate Open 9AM-Racing
Sunday, Nov. 27 Racing: 7AM-Gate Open 9AM-Racing

- Awards ceremony following completion of racing on Sunday!
- Motorcycle Swap Meet on Sunday! Bring old parts, tires, boots, chest protectors, etc. Someone might be looking for just what you have!
- Vintage and Bombers will be running on Sunday!

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EVENT CALENDAR

Sat., Nov. 19 — MX Practice on National Track 8:00a.m. till Noon
Sun., Nov. 20 — CRC Gran Prix Gates Open 6:30a.m.
Thurs., Nov. 24 — Thanksgiving MX Practice on National Track 8:00a.m. till Noon
Sat., Nov. 26 — MX Practice on National Track 8:00a.m. till Noon; MX Practice on Vintage Track till 4:00p.m.
Sun., Nov. 27 — MX Practice on National and Vintage Tracks 8:00a.m. till 4:00p.m.

WHAT'S HAPPENING
DOUBLE CROSS GRAN PRIX
SUNDAY, DECEMBER 4TH

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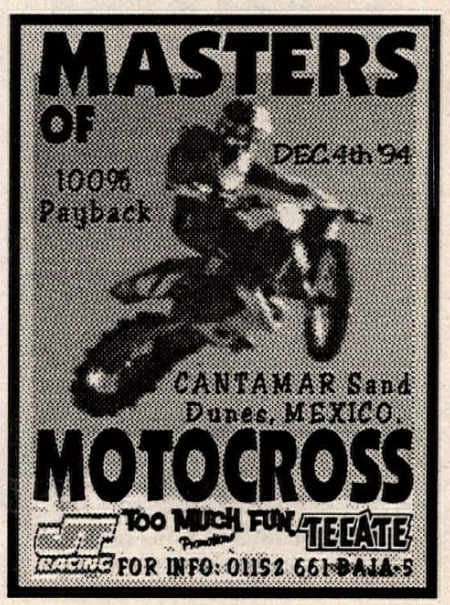

NMA
REGIONAL & NATIONAL SANCTIONS-LICENSE INFORMATION
(714) 855-1602
(310) 868-8112
P.O. Box 46
NORWALK, CA 90650
National Motosport Association

GFI RACING (909) 371-3434

Thurs., Nov. 17	GFI "Thursday" Practice Day	Perris
Sat., Nov. 19	GFI "Dealer Series" Rnd. 3 GFI Super Saturday	Perris
Thurs., Nov. 24	NO Practice Day	
Sat., Nov. 26	GFI "Dealer Series" Rnd. 4 GFI Super Saturday	Perris

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NOVEMBER

S	M	T	W	T	F	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
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DECEMBER

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11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

JANUARY

S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

• DENOTES PRO PAYBACK

Nov 18-20

FLORIDA DRAG RACE - AMA/Prostar, World Finals, Gainesville Raceway, Gainesville. Info: 205/859-3443.

• ILLINOIS ARENACROSS - AMA/Mike Kidd Promotions, National Arenacross Series, Peoria Civic Center, Peoria. Info: 817/626-7297.

• NEVADA ARENOCROSS - CMC/On-Trac Events, Reno Livestock Event Center, Reno .Info: 702/267-4392.

Nov 19-20

CALIFORNIA ROAD RACE - Willow Springs Int'l Raceway, Rosamond. Info: 805/256-1234.

FLORIDA HARE SCRAMBLES - Florida Trail Riders/The Palm Beach Track & Trail Riders, New Smyna. Info: 305/524-3810.

Sat, Nov 19

• ALABAMA ARENACROSS - Troy Miller MX Promotions, Columbiana Civic Center, Columbiana. Info: 205/663-0963.

• CALIFORNIA MOTOCROSS - Motowest Racing/CMA, Hi-Point Series - Rnd #2, Hollister Hills, Hollister. Info: 408/238-8208 or 415/587-8678.

CALIFORNIA MOTOCROSS - WSDRA, Willow Springs Raceway, Rosamond. Info: 818/360-6258.

CALIFORNIA SHOW & SWAP MEET - The Grand Ol' Motorcycle Show and Swap Meet, Devonshire Downs, Calif. State Univ., Northridge. Info: 818/361-0205.

• CALIFORNIA MOTOCROSS - Racing Enterprises, Saturday Motocross, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

• CALIFORNIA MOTOCROSS - GFI Racing, GFI Super Saturday Dealer Series - Rnd 3, Perris Raceway, Perris. Info: 909/943-3302.

FLORIDA MOTOCROSS - County Line Raceway, Ona. Info: 813/755-8700.

GEORGIA MOTOCROSS - Thunder Creek Motocross, High Falls. Info: 912/94-6630.

IOWA FLAT TRACK - Iowa State Fairgrounds, Pioneer Racing Pavilion, Des Moines. Info: 515/265-6439 or 515/289-2140.

• KENTUCKY MOTOCROSS - Adventure Sports, Edmonson MX, Brownsville. Info: 502/286-8334.

• MISSISSIPPI MOTOCROSS - Capital City MX, Pearl. Info: 601/825-5122.

Sun, Nov 20

• ALABAMA ARENACROSS - Troy Miller MX Promotions, Columbiana Civic Center, Columbiana. Info: 205/663-0963.

• ARIZONA MOTOCROSS - CMC Arizona, Mountain View, Tucson. Info: 602/979-0207.

CALIFORNIA MOTOCROSS - CMMC, Barona Oaks Raceway, Ramona. Info: 619/467-0474 or 619/673-1560.

CALIFORNIA ROAD RACING - No. California Mini Road Racing Assoc., Prairie City SVRVA, Sacramento. Info: 916/722-5517.

CALIFORNIA MOTOCROSS - CMA/Bill Benbow, Pioneer Arena, Oakdale. Info: 209/524-1432.

CALIFORNIA MARATHON - 1 1/2 mile scrambles track, San Jose Fairgrounds, San Jose. Info: 408/295-6906.

CALIFORNIA GRAND PRIX - CRC, Sponsorship Series, Wild Turkey G.P., Glen Helen, San Bernardino. Info: 805/272-8889.

• CALIFORNIA GRAND PRIX - SRA, Carlsbad Raceway, Carlsbad. Info: 714/957-2985.

CALIFORNIA MOTOCROSS - Sacramento Raceway, Sacramento. Info: 916/363-2653.

• CALIFORNIA MOTOCROSS - CMA, O'Neal USA Central California Championship Series - Rnd 2, Little Okie Raceway, Madera. Info: 209/673-8080 or 805/832-1955.

• CALIFORNIA SUPERCROSS - CMA, Sandhill Ranch, Brentwood. Info: 510/828-3753.

CALIFORNIA MOTOCROSS - AHRMA, Cal-Zona Winter Series - Rnd 1, Rainbow Cycle Park, Pala. Info: 619/744-8052.

• CALIFORNIA HARE SCRAMBLE - 2+2 Motorcycle Club, Schadd's Resort, Wilseyville. Info: 510/846-4710.

CALIFORNIA ENDURO - AMA/Central Coast Motorcycle Association, Ballinger Canyon, Cuyama. Info: 805/541-5594.

• CALIFORNIA MOTOCROSS - CMC/FMF, The Fall Finale Series - Rnd 4, Sunrise Valley Raceway, Adelanto. Info: 619/246-7262.

GEORGIA HARE SCRAMBLE - SETRA/Silver Moon Entertainment, Box Car Hare Scrambles, Twelve Lakes Scrambles, Buena Vista. Info: 800/531-0677 or 706/468-1328.

• GEORGIA SUPERCROSS - TNT Supercross, Carlton. Info: 803/348-3372.

• IDAHO SHORT TRACK - Owyhee Motorcycle Club, Canyon Country Fair Building, Caldwell. Info: 208/384-5512.

ILLINOIS MOTOCROSS - U.O.R.R.A., Morrison. Info: 815/778-3641.

• KANSAS HARE SCRAMBLES - Wichita Jeeps Motorcycle Club, WJ M.C. Track, Wichita. Info: 316/772-0107.

• LOUISIANA TT - Outlaw Racing, Swampland Raceway, Grand Priairie. Info: 318/363-3734.

MINNESOTA SHOW - J&P Promotions, 7th Annual M/C Parts Extravaganza, St. Paul Civic Center, Roy Wilkins Auditorium, St. Paul. Info: 319/462-6011.

NEVADA EURO SCRAMBLES - Motorcycle Racing Association of Nevada, Jean. Info: 702/453-0795.

• NORTH CAROLINA HARE SCRAMBLES - Stateline Motorcycle Club, Stateline Hare Scramble, Grover. Info: 704/484-9000 or 704/937-9177.

NORTH CAROLINA MOTOCROSS - American Motocross Circuit/Dirt World Promotions, Dirt World Challenge, Montrose Moto-X Park, Raeford. Info: 919/544-4467.

OHIO HARE SCRAMBLES - Sunset Ramblers, Galion. Info: 419/562-6931.

OKLAHOMA MOTOCROSS - RBH, Inc., GNC Regional, Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.

TENNESSEE MOTOCROSS - AMA/Christiana Raceway, Christiana. Info: 615/896-3245.

• TENNESSEE MOTOCROSS - Dallas Ricker Complex, Northeast Tennessee Raceway, Greeneville. Info: 615/234-0772.

TEXAS VINTAGE MOTOCROSS - AHRMA Texas/Southwestern Region Series, Goodtimes MX, Natalia. Info: 713/463-4549 or 713/855-1733.

TEXAS SWAP MEET & SHOW - Bob Bahwell Swap Meet & Show, Convention Center, Waco. Info: 214/216-5520.

Wed, Nov 23

CALIFORNIA DRAG RACE - NHRA, Sacramento Raceway, Sacramento. Info: 916/363-2653.

Nov 25-26

CALIFORNIA/NEVADA DUAL SPORT - AMA/Dist. 37, Nat'l Trail Ride Series, 11th Annual LA to Barstow to Vegas, Newhall/Barstow. Info: 818/249-2141.

Nov 25-27

NORTH CAROLINA SUPERCROSS - AMA/Victory Sports, Indoor Winter Series, WNC Ag Center, Asheville. Info: 615/323-5497.

Nov 26-27

• ARIZONA MOTOCROSS - CMC Arizona, Thrasherland, Phoenix. Info: 602/979-0207.

Sat, Nov 26

• ALABAMA ARENACROSS - Troy Miller MX Promotions, Columbiana Civic Center, Columbiana. Info: 205/663-0963.

CALIFORNIA FLAT TRACK - W.S.D.R.A., Willow Springs Raceway, Rosamond. Info: 818/360-6258.

• CALIFORNIA MOTOCROSS - Racing Enterprises, Saturday Motocross, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

• CALIFORNIA MOTOCROSS - GFI Racing, GFI Super Saturday Dealer Series - Rnd 4, Perris Raceway, Perris. Info: 909/943-3302.

GEORGIA MOTOCROSS - Thunder Creek Motocross, High Falls. Info: 912/94-6630.

HAWAII TT SCRAMBLES - G.I.M.C., Bash by the Beach, Lihue, Kauai. Info: 808/828-0202.

IOWA FLAT TRACK - Iowa State Fairgrounds, Pioneer Racing Pavilion, Des Moines. Info: 515/265-6439 or 515/289-2140.

NEVADA HARE & HOUND - AMA/Dist 36/USA Promotions, Fallon to Lovelock (point to point), Fallon. Info: 208/342-3910.

• NEW YORK MOTOCROSS - Long Island Sports Committee, Bridgehampton Motosports Park, Bridgehampton. Info: 516/924-2399.

Sun, Nov 27

• ALASKA ICE RACE - Aurora Racing, Inc., Klondike Inc, Big Lake. Info: 907/376-7905.

CALIFORNIA MOTOCROSS - CMA/Bill Benbow, Pioneer Arena, Oakdale. Info: 209/524-1432.

CALIFORNIA GRAND PRIX - CRC, Sponsorship Series, L.A. County Raceway, Palmdale. Info: 805/272-8889.

• CALIFORNIA MOTOCROSS - CMA, O'Neal USA Central California Championship Series - Rnd 3, Little Okie Raceway, Madera. Info: 209/673-8080 or 805/832-1955.

• CALIFORNIA MOTOCROSS - Pot of Gold/D-36 Motocross Series/Argyll Promotions, Argyll Motorcycle Park, Dixon. Info: 209/862-0754 or 916/678-3592.

• CALIFORNIA SUPERCROSS - CMA, Sandhill Ranch, Brentwood. Info: 510/828-3753.

CALIFORNIA HARE & HOUND - D-37, Means Dry Lake to Stoddard, Lucerne. Info: 714/778-3674.

CALIFORNIA OBSERVED TRIALS - AMA/ATA/Techniguw Trials Club, Rnd 11, Cougar Buttes, Lucerne Valley. Info: 310/943-4415.

CALIFORNIA SWAP MEET - Greg Scheid and Associates, Santa Clara County Off Road Park, San Jose. Info: 408/972-8063.

• CALIFORNIA CROSS COUNTRY MARATHON - Greg Scheid and Associates Racing, Santa Clara County Off Road Park, San Jose. Info: 408/972-8063.

FLORIDA MOTOCROSS - 2nd Annuyal Gator Country Grand prix, Orlando MX Park, Orlando. Info: 407/568-2271.

GEORGIA MOTOCROSS - Silver Moon Entertainment, Hidden Canyon Raceway, Buena Vista. Info: 912/649-2028.

GEORGIA MOTOCROSS - Echeconnee Moto-X, Macon. Info: 912/788-8227.

HAWAII MOTOCROSS - G.I.M.C., Bash by the Beach, Lihue, Kauai. Info: 808/828-0202.

• KANSAS HARE SCRAMBLES - Forward Motion, Kansas Hare Scrambles Series, Santa Fe Trails Cycle Park, Carbondale. Info: 913/836-9171.

KENTUCKY MOTOCROSS - KTMXA/West KY. Motocrross/BSR, Lowes. Info: 502/674-5525.

MASSACHUSETTS TURKEY RUN - NETRA, Chilly Chili, Plympton. Info: 203/875-5757.

NORTH CAROLINA MOTOCROSS - American Moto-X Circuit/Dirt World Promotions, Dirt World Challenge, Gillburg Moto-X Park, Henderson. Info: 919/554-4467.

• NORTH CAROLINA MOTOCROSS - Wilkes Co. MX & Ponderosa MX, Fall Series, Wilkes Co. Moto-X Park, Lenoir. Info: 704/758-4342.

OKLAHOMA MOTOCROSS - RBH, Inc., Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.

SOUTH CAROLINA MOTOCROSS - Jeff Kilgore/Alan Andreu, State LIne Series - Rnd 2, Low Country Motocross, Hardeeville. Info: 803/784-2408.

TEXAS VINTAGE MOTOCROSS - Texas Vintage Racing Club, Swan MX Park, Tyler. Info: 817/282-0408.

Nov 28-29

NEVADA/CALIFORNIA DUAL SPORT - AMA/D-37/Team Dual Dogs, Iron Dog 1000, Las Vegas. Info: 818/701-1913.

Wed, Nov 30

CALIFORNIA DRAG RACE - NHRA, Sacramento Raceway, Sacramento. Info: 916/363-2653.

Dec 2-4

• ILLINOIS ARENACROSS - AMA/Mike Kidd Promotions, National Arenacross Series, Metro Centre, Rockford. Info: 817/626-7297.

OHIO INDOOR MOTOCROSS - AMA/Action Sports Promotions, Inc., Fairgrounds Coliseum, Columbus. Info: 614/ 593-6686.

Dec 3-4

CALIFORNIA ROAD RACE - CMRRA, 50-80cc GP season finale, Lake Perris Raceway, Perris. Info: 909/674-2007.

CALFORNIA GRAND PRIX - Prospectors/D-37, California Grand Prix 1994, Hungry Valley SVRA, Gorman. Info: 818/332-1573.

FLORIDA HARE SCRAMBLES - Florida Trail Riders/The Suncoast Trail Blazers, Reddick. Info: 813/784-5587.

Sat, Dec 3

• ALABAMA ARENACROSS - Troy Miller MX Promotions, Columbiana Civic Center, Columbiana. Info: 205/663-0963.

• CALIFORNIA MOTOCROSS - GFI Racing, GFI Super Saturday Dealer Series - Rnd 5, Perris Raceway, Perris. Info: 909/943-3302.

• CALIFORNIA MOTOCROSS - Racing Enterprises, Saturday Motocross, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

• CALIFORNIA MOTOCROSS - D-36/Redneck Roosters, M.C., Pot of Gold Series - Rnd 2, Carnegie Park, Tracy. Info: 209/862-0754.

CALIFORNIA SHORT TRACK - Barn Burner Series, indoor mini bike, San Jose Fairgrounds, San Jose. Info: 408/295-6906.

GEORGIA MOTOCROSS - Thunder Creek Motocross, High Falls. Info: 912/94-6630.

IOWA FLAT TRACK - Iowa State Fairgrounds, Pioneeer Racing Pavilion, Des Moines. Info: 515/265-6439 or 515/289-2140.

Sun, Dec. 4

CALIFORNIA MOTOCROSS - CMMC, Barona Oaks Raceway, Ramona. Info: 619/467-0474 or 619/673-1560.

• CALIFORNIA SUPERCROSS - CMA, Sandhill Ranch, Brentwood. Info: 510/828-3753.

• CALIFORNIA MOTOCROSS - Motowest Racing/CMA, Hi-Point Series - Rnd 3, Metcalf M/C Park, San Jose. Info: 408/238-8208 or 415/578-8678.

• CALIFORNIA MOTOCROSS - CMA, O'Neal USA Central California Series - Rnd 4, Tulare Cycle Park, Tulare. Info: 209/673-8080 or 805/832-1955.

CALIFORNIA MOTOCROSS - CRC, Trophy Series, Edwards AFB, Edwards. Info: 805/272-8889.

• CALIFORNIA MOTOCROSS - SSC, Winter Warm-up Series, Castaic Lake MX, Castaic. Info: 805/294-0020.

FLORIDA MOTOCROSS - South Florida Motocross Winter Warm-up, Florida Mini-Cycle C'ship Series, Orlando MX Park, Orlando. Info: 407/568-2271.

• LOUISASIANA SHORT TRACK - Outlaw Racing, Swampland Raceway, Grand Prairie. Info: 318/363-3734.

MASSACHUSETTS TURKEY RUN - NETRA, Toys for Tots, Plymouth. Info: 203/875-5757.

• MEXICO MOTOCROSS - Too Much Fun Promotions. Cantamar Beach, Rosarito. Info: (01 1-52-661) 22525.

• NEW YORK MUD & SNOW SCRAMBLES - AMA/Square Deal Riders M.C, SDR Raceway, Harpursville. Info: 607/723-2387 or 693-6234.

NORTH CAROLINA MOTOCROSS - American Motocross Circuit/Dirt World Promotions, Dirt World Challenge, Montrose Moto-X Park, Raeford. Info: 919/544-4467.

OKLAHOMA MOTOCROSS, RBH, Inc., Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.

SOUTH CAROLINA HARE SCRAMBLES - SE&TRA, Catfish Stomp HS, Elgin. Info: 803/788-0495.

• TENNESSEE MOTOCROSS - Dallas Ricker Complex, Northeast Tennessee Raceway, Greeneville. Info: 615/234-0772.

TEXAS VINTAGE MOTOCROSS - Texas Vintage Racing Club, Burleson MX Park, Burleson. Info: 817/282-0408.

Wed, Dec 7

CALIFORNIA DRAG RACE - NHRA, Sacramento Raceway, Sacramento. Info: 916/363-2653.

Dec 9-10

MARYLAND SHORT TRACK - Baltimore County Trail Riders/Optimist Club of Cockeysville, Timonium State Fairgrounds, Timonium. Info: 410/661-MOTO.

Dec 10-11

LOUISIANA SPORT TOURING - Honda Sport Touring Association, Celebrate Cajun Christmas, Chicot State Park, Bayuo Chicot. Info: 504/486-0624.

Sat, Dec 10

• ALABAMA ARENACROSS - Troy Miller MX Promotions, Columbiana Civic Center, Columbiana. Info: 205/663-0963.

CALIFORNIA FLAT TRACK - W.S.D.R.A., Willow Springs Raceway, Rosamond. Info: 818/360-6258.

• CALIFORNIA MOTOCROSS - GFI Racing, GFI Super Saturday Dealer Series - Final, Perris Raceway, Perris. Info: 909/943-3302.

GEORGIA MOTOCROSS - Thunder Creek Motocross, High Falls. Info: 912/94-6630.

• IDAHO SHORT TRACK - Owyhee Motorcycle Club, Canyon County Fair Building, Caldwell. Info: 208/384-5512.

IOWA FLAT TRACK - Iowa State Fairgrounds, Pioneeer Racing Pavilion, Des Moines. Info: 515/265-6439 or 515/289-2140.

Sun, Dec 11

• ALASKA ICE RACE - Aurora Racing Inc., Klondike Inn, Big Lake. Info: 907/376-7905.

ARIZONA MOTOCROSS - AHRMA, Cal•Zona Winter Series - Rnd 2, Thrasherland. Info: 602/966-0101.

CALIFORNIA MARATHON - San Jose Fairgrounds, San Jose. Info: 408/295-6906.

CALIFORNIA MARATHONS - Sandhill Ranch, Brentwood. Info: 510/634-3328.

• CALIFORNIA MOTOCROSS - AMA/D-36/Danny Magoo Racing, Pot of Gold - Rnd 3, "E" Street Bridge, Marysville. Info: 209/862-0754.

CALIFORNIA DUAL SPORT - AMA/D-37/Team Dual Dogs, 3rd Annual Cajon Mountain 200, Mountain Motorsports, Ontario. Info: 818/701-1913.

CALIFORNIA GRAND PRIX - SRA, Years End G.P., Glen Helen, San Bernardino. Info: 714/957-2985.

CALIFORNIA GRAND PRIX - Racing Enterprises, Christmas G.P., Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

CALIFORNIA GRAND PRIX - CRC, Trophy Series, Merry Christmas G.P., L.A. County Raceway, Palmdale. Info: 805.272-8889.

• CALIFORNIA MOTOCROSS - CMA, O'Neal USA Central California Series - Rnd 5, Tulare Cycle Park, Tulare. Info: 209/673-8080 or 805/832-1955.

CALIFORNIA OBSERVED TRIALS - AMA/ATA/VOTE, Final Round, San Gabriel. Info: 909/882-9853.

CALIFORNIA HARE SCRAMBLES - Dirt Diggers M.C., 8th Annual, Red Mountain. Info: 909/883-5259.

• FLORIDA MOTOCROSS - Motocross of Marion County, Reddick. Info: 904/591-2050 or 591-2377.

• FLORIDA ROAD RACE - AMA/CCS, Moroso Motorsports Park, West Palm Beach. Info: 407/793-3394 or 622-1400.

GEORGIA HARE SCRAMBLES - SE&TRA, Santa Claus HS, Cochran. Info: 706/468-1328.

KANSAS HARE SCRAMBLES - K.O.R.R., 2-man, 2-hr., Green Acres MX Park, Marion. Info: 316/636-5113.

KENTUCKY MOTOCROSS - Pendleton Co. M/C Park, Gardnersville. Info: 606/472-3442.

• NEW YORK MOTOCROSS - North County Riders Assn., Deer Ridge Raceway, Canton. Info: 315/265-6042.

• NORTH CAROLINA MOTOCROSS - Wilkes County MX/Ponderosa MX Fall Series, Wilkes County, Lenoir. Info: 704/758-4342.

• NORTH CAROLINA MOTOCROSS - AMA/Elizabeth City Motorcycle Club, Elizabeth City MX Track/Competition Park, Elizabeth City. Info: 804/548-1052.

OHIO HARE SCRAMBLES - Sunset Ramblers, Galion. Info: 419/562-6931.

OKLAHOMA MOTOCROSS, RBH, Inc., Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.

TENNESSEE POKER RUNS - Dallas Ricker Complex, Northeast Tennessee Raceway, Greeneville. Info: 615/234-0772.

• TENNESSEE MOTOCROSS - Dallas Ricker Complex, Northeast Tennessee Raceway, Greeneville. Info: 615/234-0772.

• TEXAS MOTOCROSS - A&S Racing, 273 Raceway, Bonham. Info: 903/583-7628.

• SOUTH CAROLINA MOTOCROSS - Jeff Kilgoer, Low Country Motocross, Hardeeville. Info: 803/784-2408.

Wed, Dec 14

CALIFORNIA DRAG RACE - NHRA, Sacramento Raceway, Sacramento. Info: 916/363-2653.

Dec 17-18

CALIFORNIA ROAD RACE - Willow Springs Int'l Raceway, Rosamond. Info: 805/256-1234.

Sat, Dec 17

• CALIFORNIA MOTOCROSS - GFI Racing, Super Saturday, Perris Raceway, Perris. Info: 909/943-3302.

CALIFORNIA SHORT TRACK - Barn Burner Series, indoor mini bike, San Jose Fairgrounds, San Jose. Info: 408/295-6906.

• CALIFORNIA MOTOCROSS - Racing Enterprises, Final race of the season, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

CALIFORNIA MOTOCROSS - WSDRA, Championship, Willow Springs Raceway, Rosamond. Info: 818/360-6258.

GEORGIA MOTOCROSS - Thunder Creek Motocross, High Falls. Info: 912/94-6630.

IOWA FLAT TRACK - Iowa State Fairgrounds, Pioneeer Racing Pavilion, Des Moines. Info: 515/265-6439 or 515/289-2140.

MARYLAND SHORT TRACK - Baltimore County Trail Riders/Optimist Club of Cockeysville, Timonium State Fairgrounds, Timonium. Info: 410/661-MOTO.

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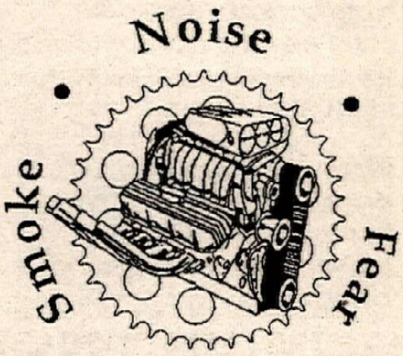

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CRC California Race Schedule

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Sun., Nov. 20	CRC GP - Sponsorship Series "Wild Turkey G.P."	Glen Helen
Sun., Nov. 27	CRC MX - Sponsorship Series	L.A.C.R.
Sun., Dec. 4	CRC MX - Trophy Series	Edwards A.F.B.
Sun., Dec. 11	CRC GP - Trophy Series "Merry Christmas G.P."	L.A.C.R.
Sun., Dec. 18	CRC MX - Trophy Series	L.A.C.R.

Saturday Practice • 9a.m.-2 p.m. L.A.C.R.
CRC Info (805) 272-8889

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SATURDAY, DEC. 3RD

8:00	Unclassified
9:15	Quads
10:30	Senior/Super Senior/Magnum
11:45	Vet. Expert/Amateur
1:00	Vet. Novice/Beginner
2:30	Team Race (On Bike & Two Riders)

SUNDAY, DEC. 4TH

8:30	Kids Ride (12 years & Under/0-80cc)
9:00	Mini's
10:00	Vintage/Classic/Sidehack Dual Sport, Stock & Converted
11:15	Open (251cc & up) All
12:30	Women & 0-175cc
1:45	250cc All

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Kids Ride:	$12

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CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

Sun, Dec 18

- ALASKA ICE RACE - Aurora Racing Inc., Klondike Inn, Big Lake. Info: 907/376-7905.
- CALIFORNIA MOTOCROSS - Motowest Racing/CMA, Hi-Point Series - Final Rnd, Hollister Hills GP Track, Hollister. Info: 408/238-8208 or 415/578-8678.
- CALIFORNIA MOTOCROSS - CMA, O'Neal USA Central California Series - Rnd 6/Series Finale, Little Okie Raceway, Madera. Info: 209/673-8080 or 805/832-1955.

CALIFORNIA MOTOCROSS - AMA/D-36/Danny Magoo Racing, "E" Street Bridge, Marysville. Info: 916/367-2818.

CALIFORNIA GRAND PRIX - CRC, Trophy Series, L.A. County Raceway, Palmdale. Info: 805.272-8889.

- CALIFORNIA CROSS COUNTRY MARATHON - Greg Scheid and Associates Racing, Santa Clara County Off Road Park, San Jose. Info: 408/972-8063.
- CALIFORNIA MOTOCROSS - SSC, Winter Warm-up Series, Castaic Lake MX, Castaic. Info: 805/294-0020.

FLORIDA MOTOCROSS - Florida Dealer's Super Challenge, Florida Mini-Cycle C'ship Series FInale, Orlando MX Park, Orlando. Info: 407/568-2271.

- LOUISASIANA TT - Outlaw Racing, Swampland Raceway, Grand Prairie. Info: 318/363-3734.
- NEW YORK MUD & SNOW SCRAMBLES - AMA/Square Deal Riders M.C., S.D.R. Raceway, Harpursville. Info: 607/723-9784 or 693-2634.

OKLAHOMA MOTOCROSS, RBH, Inc., Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.

- TENNESSEE MOTOCROSS - Dallas Ricker Complex, Northeast Tennessee Raceway, Greeneville. Info: 615/234-0772.

SOUTH CAROLINA MOTOCROSS - Hammer 'n Hank Racing, Winter Series - Rnd 1, Camp Coker Motorsports Park, Society Hill. Info: 803/378-4700.

Sun, Jan 1

CALIFORNIA MARATHON - Sandhill Ranch, Brentwood. Info: 510?634-3328.

Jan 6-8

- CALIFORNIA ARENACROSS - AMA/Mike Kidd Promotions, National Arenacross Series, Cow Palace, San Francisco. Info: 817/626-7297.

CANADA SHOW - Castrol Canada/Motorcycle & Moped Industry Council/Basr Hodgson Productions, Canadian International Motorcycle Super Show (Consumer Show), Toronto International Centre, Toronto, Ontario. Info: 905/427-4201.

- TEXAS ARENACROSS - AMA/Mike Kidd Promotions, National Arenacross Series, Will Rogers Coliseum, Ft. Worth. Info: 817/626-7297.

Fri, Jan 6

- CALIFORNIA SPEEDWAY - WSRA/ICE, San Diego Sports Arena, San Diego. Info: 303/262-9067.

Jan 7-8

WEST VIRGINIA MOTOCROSS - AMA/Action Sports Promotions, Inc., Civic Center, Huntington. Info: 614/594-6686

Sat, Jan 7

- CALIFORNIA MOTOCROSS - GFI Racing, GFI $10,000 SX & Winter Series Warm Up, Perris Raceway, Perris. Info: 909/943-3302.

GEORGIA MOTOCROSS - Thunder Creek Motocross, High Falls. Info: 912/994-6630.

- IDAHO SHORT TRACK - Owyhee Motorcycle Club, Canyon County Fair building, Caldwell. Info: 208/384-5512.
- IOWA FLAT TRACK - Iowa State Fairgrounds, Pioneer Racing Pavilion, Des Moines. Info: 515/265-6439, 289-2140.

Sun, Jan 8

- ALASKA ICE RACE - Aurora Racing, Inc., Klondike Inn, Big Lake. Info: 907/376-7905.

CALIFORNIA MARATHON - San Jose Fairgrounds, San Jose. Info: 408/295-6906.

- CALIFORNIA CROSS COUNTRY MARATHON - Greg Scheid and Associates Racing, Santa Clara County Off Road Park, San Jose. Info: 408/972-8063.

GEORGIA HARE SCRAMBLE - SE&TRA, Cherokee Hare Scrambles, Greensboro. Info: 706/468-1328.

OHIO HARE SCRAMBLES - Sunset Ramblers, Galion. Info: 419/562-6931.

OKLAHOMA MOTOCROSS - RBH, Inc., Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.

- TENNESSEE MOTOCROSS - Dallas Ricker Complex, Northeast Tennessee Raceway, Greeneville. Info: 615/234-0772.

Jan 13-15

- OKLAHOMA ARENACROSS - AMA/Mike Kidd Promotions, National Arenacross Series, Lazy E Arena, Guthrie. Info: 817/626-7297.

Sat, Jan 14

GEORGIA MOTOCROSS - Thunder Creek Motocross, High Falls. Info: 912/994-6630.

- IOWA FLAT TRACK - Iowa State Fairgrounds, Pioneer Racing Pavilion, Des Moines. Info: 515/265-6439, 289-2140.

Sun, Jan 15

CALIFORNIA MOTOCROSS - AHRMA, Cal-Zona Winter Series - Rnd 3, Rainbow Cycle Park, Pala. Info: 619/744-8052.

- CALIFORNIA MOTOCROS - Polka Dot M.C./D-36, Pot of Gold Series - Rnd 4, Argyll Park, Dixon. Info: 209/852-0754.

MASSACHUSETTS SHOW - J&P Promotions, M/C Parts Extravaganza & Super Series Bike Show, Bayside Expo Center, Boston. Info: 319/462-6011.

- NEW YORK MUD & SNOW SCRAMBLES - AMA/Square Deal Riders M.C., S.D.R. Raceway, Harpursville. Info: 607/723-2387 or 693-2634.

OKLAHOMA MOTOCROSS - RBH, Inc., Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.

SOUTH CAROLINA ENDURO - SE&TRA, Swamp Fox Enduro, Charleston. Info: 404/922-8234.

SOUTH CAROLINA ENDURO - Florida Trail Riders/The Family Riders, Goose Creek. Info: 803/553-3473.

- TENNESSEE MOTOCROSS - Dallas Ricker Complex, Northeast Tennessee Raceway, Greeneville. Info: 615/234-0772.

Jan 20-22

- NEW YORK ARENACROSS - AMA/Mike Kidd Promotions, National Arenacross Series, Convention Center, Niagara Falls. Info: 817/626-7297.

Jan 21-22

FLORIDA HARE SCRAMBLES - Florida Trail Riders/The Big Scrub Trail Riders, Reddick. Info: 904/245-3359.

- NORTH CAROLINA SUPERCROSS - AMA/Victory Sports, Indoor Winter Series, WNC Ag Center, Asheville. Info: 615/323-5497.

Sat, Jan 21

GEORGIA MOTOCROSS - Thunder Creek Motocross, High Falls. Info: 912/994-6630.

- IDAHO INDOOR SHORT TRACK - Owyhee Motorcycle Club, Canyon Country Fair building, Caldwell. Info: 203/394-5512.
- IOWA FLAT TRACK - Iowa State Fairgrounds, Pioneer Racing Pavilion, Des Moines. Info: 515/265-6439, 289-2140.

FREE CALENDAR LISTINGS

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone, we must have a complete Calendar listing form. Listings must be received by the close of business on Wednesday for publication in the following week's issue.

Event date: _____

Type of event: _____ Pro Payback: ❑ Yes ❑ No

Event sanction/promoter/sponsoring club: _____

_____

Location of event: _____

_____

City/Town: _____ State: _____

Phone Number (with area code): ( ) _____

Your name: _____

HELP WANTED

Mechanic Wanted
Established Kawasaki Yamaha dealer need experienced motorcycle mechanics. Contact Dennis (510) 537-2257. CA. (343-46)

Hot Career
Opportunity Denver, Colorado. Immediate opening for full time experienced Parts and Accessory Sales Person in newly remodeled m/c & watercraft dealership. Good work attitude a must. Excellent pay plan plus benefits. Call Jon at Four Seasons Sports Center Tue-Sat, 9-6 for details. (800) 826-3357. CO. (343-46)

H-D Service Technician
Largest H-D dealership in Texas looking for experienced technician. Commission plus incentives, paid insurance, air conditioned shop. Send resume to: Stubbs Cycles, 4436 Telephone Road, Houston, TX 77087, Attn: Service Manager. Call (713) 644-7535. TX. (143-46)

Accessory Sales
Immediate opening for cycle enthusiast to sell H-D parts and accessories. Lots of new easy to sell products in stock. No experience necessary, but a good attitude and professional image is. Benefit package. Apply in person at: Los Angeles Harley Davidson, 13300 Paramount Blvd., South Gate, California 90280. CA. (244-47)

Sales & Marketing Manager
DG Performance is seeking a sales marketing manager to run our sales & advertising department. Must be experienced and knowledgeable in the industry. Mail resume to: DG Performance, 1230 La Loma Circle, Anaheim, CA 92806. No phone calls please. CA. (245-TFN)

Inside Sales Positions
Xtreme Designs Incorporated is seeking motivated individuals to become part of our telemarketing sales force. Sales and industry experience are preferred. If opportunity and advancement and a growing company interests you call (619) 630-6370 or fax resume to (619) 630-3431, Attn: Chris Morton. CA. (245-46)

Looking for Road Racing
Mechanic (experience needed) to take care of Supersport and Superbike for serious AMA National team. Call Todd (708) 513-1915. IL. (345-48)

BMW Technician
25 year established dealership needs serious BMW tech. or serious wanna be. Suzuki and Kawasaki also. Send resume to: Dave, Portland Motorcycle, 1133 SE 82, Portland, OR 97216. (503) 255-5787. OR. (345-47)

MX Mech. Needed
Rush resume to: 2424 E. 21st, Suite 400, Tulsa, OK 74114. OK. (345-47)

Experienced
Experienced technician with tools for multi-line dealership in the Arizona Southwest. (602) 782-7588. Michele, AZ. (245-46)

Savvy Technician Needed
For Honda, Kawasaki, Suzuki. Strong electrical background. Minimum 5 years experience. Top wages and benefits for right person. Come to beautiful Colorado. Send resumes to: Fay Meyers Motor Co., Attention: Richard, 2015 West Alameda, Denver, Colorado, 80223. CO. (345-47)

Experienced Service Mgr.
Central California multi-line motorcycle, watercraft dealer. Fax resume to Tina (209) 465-3294. CA. (245-46)

Service Technician
Opening available for experienced motorcycle technician at busy Honda, Suzuki & Kawasaki dealership. Sorry we have no boats! Call Pete or Rick at (408)476-8100, Tuesday thru Saturday 9:00 to 6:00. Santa Cruz, CA. (245-46)

H-D/BMW of Green Bay welcomes knowledgeable, experience minded workers, sales parts and accessory, especially service people. Exceptional wages, benefits, will pay half of your travel cost to come check us out. Qualified? Call Ken McCoy. (800) 236-1729. WI. (245-TFN)

Service Manager - San Diego
Growing Kawasaki, Suzuki, Jet Ski dealer. Progressive pay plan. Lightspeed system. Perhaps you're #2, but know you're #1 material. Just curious? Call in confidence. (619) 442-0678. CA. (245-46)

Harley Parts Manager
Do you have (a) ability to takeover supervision of computerized 150k parts department, (b) an eye for arranging/keeping showroom floor sharp, (c) an understanding of the importance of satisfying customers, (d) "clean" and dependable performance history and (e) at least 3 years experience? If so, your future with us could be very rewarding. We are a well established after-market Harley-Davidson custom shop located in the San Fernando Valley, CA. Fax resume to Albert M. at (818) 348-9116. CA. (244-50/EOI)

Mechanic Wanted
Great opportunity! Honda motorcycle/Yamaha watercraft dealer needs mechanic. Year round work in a clean, relaxed atmosphere. Very desirable location. Send resume to: Bob's House of Honda, 23A Heritage Sq. Jackson, TN 38305 or Fax (901) 668-0714. TN. (246)

Sales Position - Tampa, FL
Opportunity to sell 5 lines of product in high volume dealer. Top pay and benefits. Immediate opening. Apply to Honda, Suzuki, Kawasaki West, 13521 N. Florida Ave., Tampa, FL 33613. (Fax) (813) 968-8448, phone (813) 968-7888. FL. (245-46)

NEED SMART PEOPLE now! Parts, sales and service. Cole Bros. Inc., Suzuki, Tigershark, Polaris. Make money now. (818) 980-3715. CA. (246-TFN)

Experienced Technicians
Needed immediately. Fastest growing multi-line dealership in Midwest. Year round employment. Motorcycles, ATVs, watercraft, snowmobiles. Sportland, Milwaukee, WI. (414) 764-2800. WI. (345-46)

Harley
Licensed products sales rep. opening also. Retail sales and promotions mgr. for AMA National events. Fax 1(800) 368-4387. MO. (346-48)

Work on your Suntan!
Modern, expanding, south Florida Harley dealer needs service technicians. MMI graduate and PHD certification a plus. Contact Ed Carrera. (305) 235-4023. FL. (146-47)

Salesperson
Established Honda-Kawasaki-Yamaha-Sea-Doo dealer in Daytona Beach, seeking an aggressive salesperson experienced in motorcycle, ATV, and personal watercraft sales. Excellent benefits and wages. Immediate opening, fax resume to (904) 253-6796. FL. (246-47)

Assistant Service Manager
Large multi-line motorcycle, watercraft dealer. Excellent customer skills, dealer experience required. Immediate opening. Fax resume to (904) 253-6796. FL. (246-47)

Experienced Technician
Needed for large well established Honda Kawasaki Yamaha Sea-Doo dealer in Daytona Beach. Motorcycle & watercraft experience a must. Excellent pay & benefits, pay wage based on experience. Fax resume to (904) 253-6796. FL. (246-47)

Parts/Accessory Sales
Experienced counter or accessory person needed for North west #1 Kawasaki, Yamaha, Sea-Doo dealer. Great attitude required. Join the Cycle Sport team. Call Bob (503) 390-9000. (244-46/EOI)

Sales Person
So. Florida multi-line dealership Honda, Yamaha, Suzuki, Kawasaki, Sea-Doo all under one roof. Excellent pay scale salary plus commission, year round employment, excellent working conditions, benefits, will help with moving expenses. Send resume to (407) 683-1877 or mail to Cycles of Palm Beach, 2353 N. Military Trail, West Palm Beach, FL 33409, phone # (407) 683-1642. FL. (246-47)

Suspension Technician
San Jose area, experienced or will train motivated, meticulous individual. Send or fax resume: Lindemann Engineering, 520 McGlincey Lane #3, Campbell, Ca 95008. Fax: (408) 371-4915. CA. (246)

Work in the Sunny South
Large volume modern Yamaha, Suzuki, Sea-Doo, Tigershark dealer has immediate opening for experienced mechanics. References required. Contact Steve or Tom in Charleston, SC. (803) 552-7900. SC. (346)

Journeyman Mechanic Wanted
Experience and references required. Good salary plus benefits. Jim & Jims Yamaha of Santa Rosa, 910 Santa Rosa Avenue, Santa Rosa, CA. Contact Ruth Chambers. (707) 528-1114. CA. (346-48)

WANTED: Good experienced mechanic. Small shop needs a good man that can perform all phases of repairs. Pleasant small town next to university, lakes, etc. Call Mr. Delaney. (803) 882-6787 daytime, (803) 882-0357 evening. (346-47)

★★★ Sales ★★★
Looking for a change, no shirt, no tie, need aggressive sales people to sell motorcycle and watercraft for U.S. largest motorcycle dealership. Tons of ups, excellent gross potential of 80k+ a year. Apply in person, see Rick. Bert's Motorcycle Mall, 900 West Foothill Blvd., Azusa, Calif. CA. (246-47)

★★★ Service Manager ★★★
Enjoy the great Northwest. Watercraft, ATV, m/c, mulit-line and more! We need a pro with experience and a great attitude to manage our large, clean, well-equipped service dept. Great working and living environment! Lots of business. Resumes to: Division X, P.O. Box 498, Long Beach, CA 90801-0498. CA. (246-48/EOI)

Shipping/Inventory
Race Tech is expanding. Looking for top quality individuals. Fax resume to (909) 594-6682. Attn: Kevin. CA. (246)

Leather Apparel
Sales reps for N./S. Cal, Washington, Oregon to sell apparel to dealers/shops. Great Comm. Fax sales history to California Rider (818) 993-6324. CA. (146)

POSITION WANTED

2-Stroke Tuner
Seeking position in an AZ, CA, FL shop or with rider. Also will tune watercraft. Will fax resume upon request. Greg (414) 887-8047. WI. (146-47)

HONDA TECHNICIAN needs work until 5/95, have electronic schooling, 20 years experience, motorcycle, snowmobile, ATV, watercraft, west coast. Call (509) 662-9274. WA. (146-47)

BUSINESS OPPORTUNITIES

Motorcycle Shop
For sale. Approximately 3,000 square feet of rented space. Well established business, excellent opportunity. Illness forces sale. All offers considered. (813) 239-2925. FL. (344-47)

Personal Watercraft Business For Sale
Full-service retail personal watercraft business for sale. Includes complete inventory of parts, accessories, tools and equipment along with exclusive products. Over 1,000 active customers. Prefer to sell as on-going business, however, will sell in part. Serious inquiries only. (214) 530-6768 or fax (214) 530-5305. (245-48)

SMALL FRANCHISED m/c dealership, N.Fla., only 45k. 57660 Kimberly Lane, Slidell, LA 70460 info. FL. (346-47)

MOTORCYCLE PARTS and service. Established 10 years, excellent Arizona location. $23,500 buys equipment and inventory. Grossed over $70,000, could be more. (602) 836-1946 or (602) 836-0349. AZ. (346-47)

COLLECTORS

Vintage MX Tires
For early CR125 & CR250 Elsinores. I have a limited quantity of N.O.S. Bridgestone knobby rear tires. These are the correct tires for your restoration. 3.75 x 18M8 for 1974 CR125s, & 4.25 x18 M8 for 1974 CR250s in original wrapper. $100 each. Mark (714) 630-5474. CA. (346-49/C)

Wntd: Gary Jones Yamaha Fiberglass
'73 - '74 MX gas tank, 360 Yamaha Webco head, Champion or Redline MX frame for Yamaha 360. Cash waiting. Call Kevin. (310) 218-0930. CA. (340-48/C)

Bultaco Parts
Books and t-shirts. Lynn Mobley Mon-Sat (702) 267-2103. NV. (337-02/C)

'71 Honda CB 750
Full Veter fairing, Teak luggage rack, very clean. $950. (908) 929-8514, (908) 270-5335. NJ. (342-46/C)

Wanted 1973-1975 Kawasaki Z1 900
Please call. 1 (800) 833-3778. CA. (235-TFN/C)

Yankee Parts
We have what you need for that Yankee Classic. Also supply of rolling Can Am Sonic 500 parts. All parts brand new stored 20 years. Please call, ask for Joel. (716) 436-3820. NY. (143-50/C)

Wanted 1974 Red Frame CZ
Also grey Amal grips, stock on 1966 Triumph model line. (818) 880-6878. CA. (344-47/C)

1969 Husky 400 MX
Premiere class machine, Works shocks, race ready. Call (404) 920-1371. NY. (345-46/C)

1971 BSA B50MX. All the best stuff. Vintage race ready. $2,200. (814) 778-5897. PA. (345-47/C)

Wanted: 1974 CCM
580MX in reasonably stock, excellent condition. Please call Robert Doran (415) 973-6398. CA. (345-46/C)

Bill Milburn in Texas
Call Carl Tresser regarding BSAs. Lost your number. (503) 582-4671. OR. (345-46/C)

1974 Penton/KTM 250cc MX
One owner Vintage bike, low miles, original tires, runs strong. $1,500. (501) 646-6814, evening (501) 783-8723. AR. (145-46/C)

1972 SUZUKI 750GT w/ out title, engine with new crank, stored 15 years. Spare parts cheap. (904) 562-3655. FL. (145-46/C)

'71 Maico Square Barrel 400
Excellent original condition, race ready, $2,000/obo. (310) 548-7338. CA. (345-46/C)

HUSQVARNA 250 and 360 parts. 1972 to 1975. Lots of stuff at reasonable prices. (203) 572-7252. CT. (345-47/C)

1967 HONDA 305 DREAM. Black, mint, 3rd owner. Stock & original $1,500. 1973 Honda 750, mint, 3,200 miles, $2,000. 1972 CB350 4,200 miles, red, $700. All run excellent. Also 1975 Honda Gold Wing 27,000 miles, no options. $1,700. Can ship. Mich. (616) 459-8890. MI. (346/C)

HD WRTT AND KRTT titanium valves, motor and chassis parts. Also RR250 box stock. (216) 627-7274. OH. (146/C)

1967 Kawasaki W2650
Copy of pre-unit BSA. Excellent, original condition, rare. Offers around $2,500. Trade for late model MX or '71-'72 Rocket 3. (707) 443-0571. CA. (146/C)

CCM WORKS SHOCK Elsinore front end, fresh motor, AHRMA legal. Have all original parts. $4,000. Matt, weekdays (408) 394-6294. CA. (346-47/C)

Sachs Dealer Inventory
N.O.S. in multiples. Worth thousands retail. Lost storage hence $2,500. Vic Hyde, Rt 1, Box 287H, Hawthorne, FL 32640. (904) 481-2020. FL. (346-47/C)

DUNSTALL HEADERS GS550 GS850 Yamaha triple $100. Rear sets GS550 GS750 $40. GS550 GS750 front fender $15. Dunstall 1/2 fairing square head light type no wind shield $30 plus shipping. Peter (916) 546-7661. CA. (346-47/C)

HONDA 1970-71 CL350 N.O.S. parts. Seat and both side covers, candy apple red. Mint. (602) 759-8964. AZ. (346-47/C)

Bultaco
Wanted Bultaco motorcycles, basket cases, and N.O.S. parts inventories. (601) 366-5810. MS. (346-49/C)

1974 ELSINORE 250; 0 hours on restoration, DG bars and pipe, Works shocks, Trick aluminum triple clamps, porting and head mods, polished wheels, immaculate condition, ready to race or show, powder coated frame. Call Tim Nash $3,000. (909) 590-0383. CA. (346-47/C)

Don't Thump Alone - Join Us!
Receive a dynamite club t-shirt, a quarterly magazine, decal and more. Send $20 and shirt size to: Four Stroke Singles National Owners Club, Jack Robinson, Director, P.O. Box 1804, Hutchinson, KS 67504-1804. (316) 663-1869. KS. (146/C/P)

LOOKING FOR VINTAGE European motocross, trials, speedway, road bikes? Call or fax Marc at (909) 676-3344. CA. (346/C)

Baby Manx Norton 250 CC
Amazing 3/4 size version of 1961 30M racer. 52" wheelbase, 250lbs., 8,000 rpm. Perfectly detailed. (718) 596-0504. NY. (146/C)

1970 MAICO 400 square barrel $450/obo. (909) 789-2759. CA. (146/C)

Original Maico Fork Boots
We felt your need, so we've pain stakingly re-produced the original Maico fork boots in high quality long wearing materials. Don't be caught at the track with those funky looking after market units! Give those Maico meisters at Northwest Maico & CZ a call today! (503) 389-6112. OR. (346-48/C)

New CZ Plastic Tanks
The Chey-zed gods have heard your prayers and through their faithful mortal followers at Northwest Maico & CZ they will soon offer new plastic coffin tanks to the masses once again! For more info call (503) 389-6112. OR. (346-47/C)

BSA HORNET Ceriani motox forks c/r trans $1,200. Matt, weekdays (408) 394-6294. CA. (346-47/C)

Bultaco Metralia
1968 250cc, street bike, 95% restored, $2,100. (404) 981-7087. GA. (446)

GENERAL MERCHANDISE

★★Laverda Only★★
1(800) LAVERDA.CA. (233-TFN)

DUCATI WANTED Mike Hailwood Mille replica must be mint and low mileage. (908) 922-0505. NJ. (346)

Custom Made Decals
(800) 843-8244, (708) 208-9289. IL. (231-TFN/P)

★★★Lou's Leathers★★★
(904) 626-1382. FL. (249-TFN)

Wanted: 1977-1978 Suzuki GS400
Electric start only. Please call 1(800) 833-3778. CA. (235-TFN)

Parting Out '86-'94 GSXRs
1100, 750, 600; ZX-6, ZX-7, ZX-10; Ninja 600, 900, 1000; FZR 600; '87 FZR 1000; Hurricane 1000. Much more. (203) 563-0361. CT. (342-47)

Wnt: '82-'83 Kaw KZ1000R (ELR)
Please call 1(800) 833-3778. CA. (235-TFN)

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Are your events not being covered in Cycle News? Call (310) 427-7433 and ask our editorial department to send a contributor kit. Learn how to send in stories the right way! (546)

1987 Yamaha FZR750R RT
Very rare, Yamaha factory race bike, only 200 made. Never been raced. Excellent condition. Over $2,000 extra invested. $5,800 or best offer. (612) 635-0358. MN. (343-46)

1989 Ford Box Van
New 460, heads completely redone, automatic, cruise control, power windows, power door locks, roof reinforced to stand on with fold down guard rail, regular air and roof air, over head sleeper plus fold down, new brakes. $15,000 or best offer. Ask for Bob. Days (800) 282-3909, evenings (614) 389-1623. OH. (343-46)

1992 Ducati 900SS Wanted
Prefer half-fairing to full, prefer black to red, less than 5,000 miles, excellent condition. Robert Eller, (215) 994-7262 9 a.m. to 5 p.m. EST, (610) 356-4738 leave message. PA. (143-46)

Jawa Speedway Bike
897 1st division bike, race ready, very clean and trick $2,300. Call Rod pager (909) 439-9099, (909) 948-9536. CA. (143-46)

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Sell Cycle News at your event! Just tell us what events you'll need current copies, we'll send as many as you need to sell for those weekends. Easy sale, built-in profits; call your Cycle News Dealer Sales Manager today at (310) 427-7433 and ask about the Vendor Franchise Program. (546)

Wanted 1975-77 Honda CB400F
Please call 1(800) 833-3778. CA. (235-TFN)

WANTED KAWASAKI motors and parts. ZX-10, 1000R, Ninja 900, any condition considered. ZX-11 parts only (408) 286-7320. CA. (344-47)

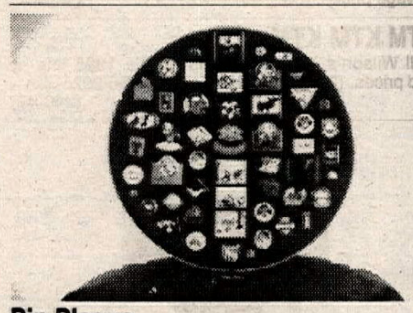
1994 KX 125
Morgan motor, Noleen suspen., Pro Tapers, raced six months. $3,000/obo. (209) 383-5493. CA. (343-46)

1994 KX250
Better than new. Pro Circuit suspension silencer, Rad valve, way too many extras to list. Injury forces sale. $3,800/obo. (310) 541-8434. CA. (343-46)

Parting Out '93 GSXR 1100
(610) 701-0634. PA. (343-46)

D'S LEATHERS. (419) 729-9639. OH. (316-15)

1991 RS250; stored 2 years, spare crank, cylinders, gear ratios, wheels, Fox, bodywork, plus more. $8,000 negotiable. (604) 929-7716., (604) 877-7725. CAN. (343-46)



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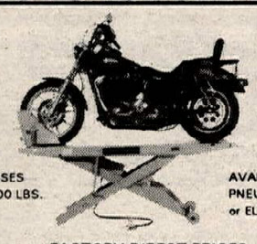

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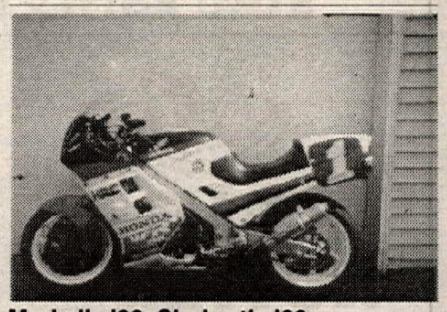

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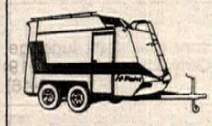

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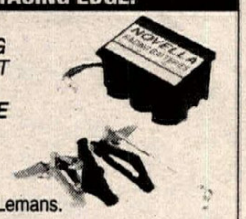

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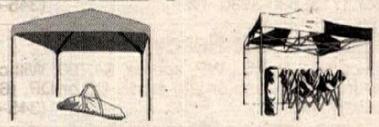

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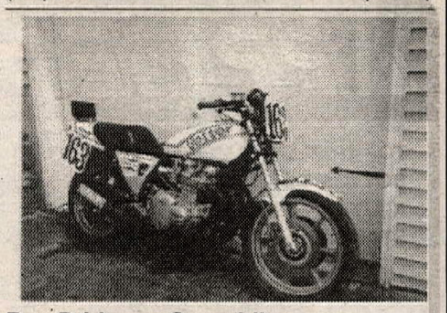

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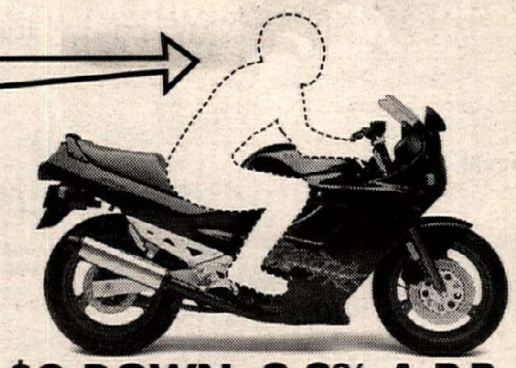

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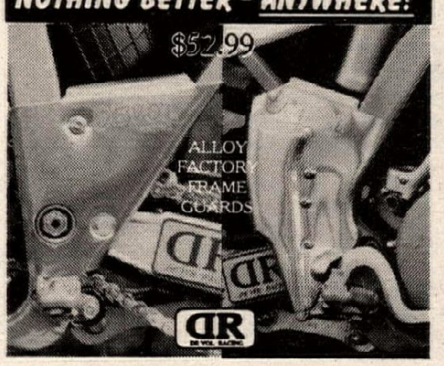

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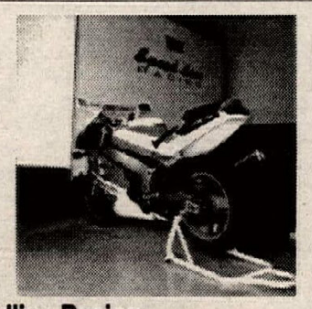

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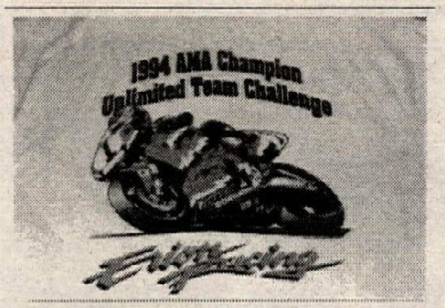

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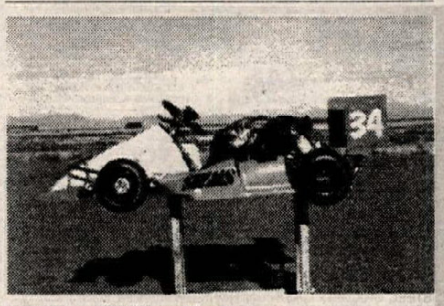

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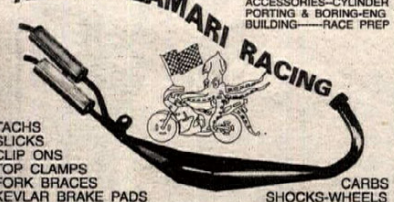

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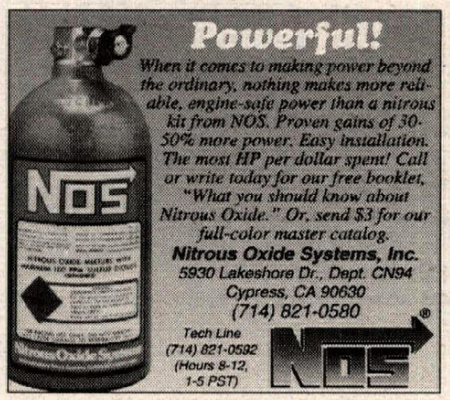

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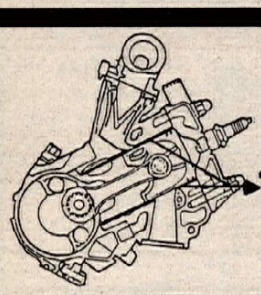

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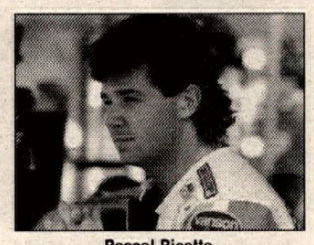

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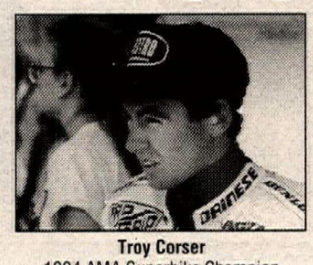

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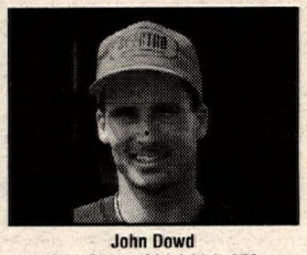

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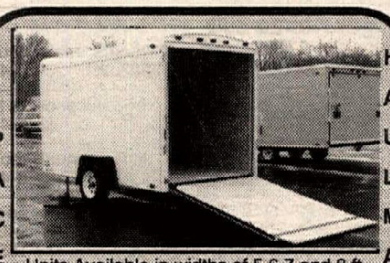

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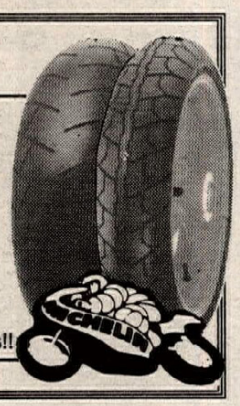

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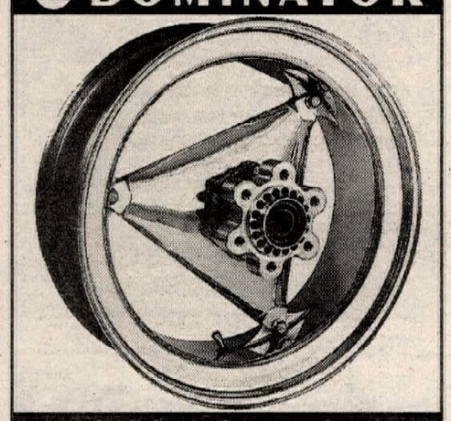

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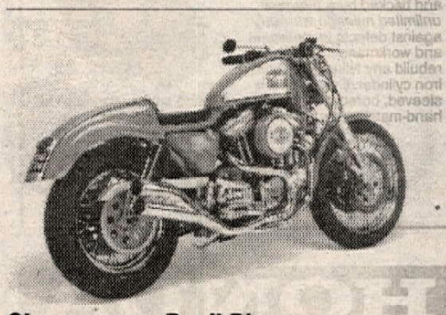

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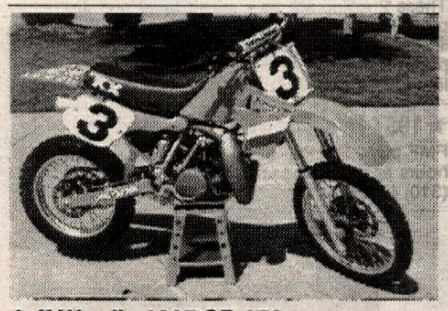

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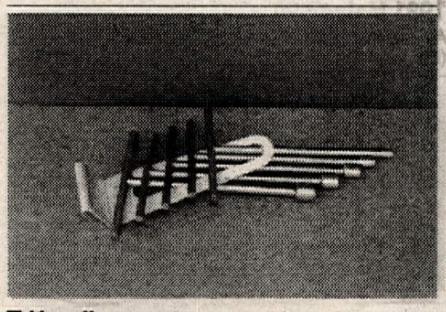

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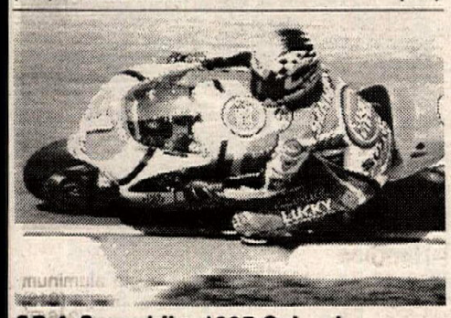

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Eric Justis	Kaw
125 C	
Bob Bauee	Hon
Matt Sackschewsky	Kaw
Matt Draper	Hon
John Anderson	Yam
Jamie Smith	Kaw
250 B	
Chad Lile	Kaw
Mickey Newman	KTM
Todd Herman	Hon
John Svoboda	Kaw
Shawa Schroedee	Hon
80 OPEN	
Nick Delozier	Kaw
Josh Beychta	Kaw
Josh Williams	Kaw
Jeremy Riesenberg	Hon
250 C	
Marty McDonald	Hon
Mike Brooks	Kaw
Matt Cluiston	Hon
Rusty Kuester	Yam
Chad Housh	Kaw
P/W	
Alan Peterson	Yam
Mike Cigelman	Suz
Keystyn Leslie	Suz
Derek Copeland	Yam
Dakota Nelson	Yam
125/250 BEG	
Alan Morns	Kaw
Bob Cigelman	Kaw
Thomas Bauer	Hon
Sundance Carson	Kaw
Mike Johnson	Kaw
60	
Boomer Jones	Kaw
Zack Hinse	Kaw
Dusty McDonald	Kaw
Ryan Lile	Kaw
Jared Robey	Kaw
125 OPEN	
Cory Francis	Kaw
Eric Justis	Kaw
Don Bolte	Kaw
Darin Fritzson	Kaw
Bill Fenton	Kaw
80 A	
Andrew Wierkhorst	Hon
80 B	
Boomer Jones	Kaw
Nick Delozier	Kaw
James Pardi	Yam
Josh Beuchta	Kaw
Joe Vachal	Suz
80 C	
Jared Schroeder	Hon
Steve Stang	Yam
Chris Hoover	Hon
Chris Risenberg	Hon
Korby Shipley	Kaw
VET	
Bill Hoff	Yam
James Svoboda	Hon
Tony Groves	Suz
John Knopp	Hon
Gary Gibbs	Hon
BMBR	
Roger Mussman	Hon
Bill Svoboda	Yam
Ed Clatterbrook	Yam
VINT	
Gary Gibbs	Hon
Bob Cigelman	Suz

Motocross
Racing Enterprises Motocross
Southern California Veterans Cup
Final Standings
Carlsbad, CA
Oct. 27
By Myra Thomason

80 BEG	
Brandon Hamlett	
Jason Carlton	
Bryam Frost	
Joe Mathis	
Cody Shields	
125 BEG	
Becky Kukla	
Aaron Kinard	
Jeff Conte	
Jeremy Bull	
Jeff Hain	
250 BEG	
Steve Holub	
Jeff Lysdale	
Steve Haight	
Eric Rupe	
Justin Neal	
500 JR	
John Tookey	
Karl Holmberg	
Jim Hudson	
Nick Costello	
Eric Carr	
25+ BEG	
Jim Connolly	
Ed Munoz	
Robbie Cerv	
Steve Holub	
Randy Hudson	
80 JR	
Klint LaPlante	
Ben Hunkins	
125 JR	
Tim Olson	
Craig Rood	
Dawson Leachman	
Manny Arias	
Chris Johnson	
250 JR	
Duane Webster	
Jim Hawkins	
Ken Mallow	
Beau Willette	
Nick Kelbaugh	
500 INT	
Robert Falling	
Randy Norman	
25+ JR	
Duane Webster	
Tim Ryker	
Keith Sievers	
Chris Weedon	
25+ INT	
Eric Hjalmarson	
Fred Willert	
Ken Wilson	
Ulf Johansson	
Jeff Martinez	
VET JR	
Rich Boiteau	
Ron Stebe	
Tim Crowder	
Randy Lester	
Karl Holmberg	
125 VET	
Tod McKay	
Ted Kukla	
Pete Vetrano	
Daniel Davalos	
Jeff Scott	
40+ JR	
Scott Youngren	
Bruce Cornell	
Ira Meiberger	
Chuck Weedon	
John Flanders	
BMBR A	
Robert Falling	
Rich Boiteau	
Gary DeForest	
Joseph Gonzales	
Allen McKay	
VET BEG	
Jim Naegle	
Bob Pickell	
William Galik	
Robert Zingg	
John O'Grady	
VET INT	
Marc Crosby	
Robert Failing	
Ron Lawson	
Ty Swartz	
Chip Morton	
40+ EX	
Alan Olson	
Nick Costello	
George Kohler	
Jody Weisel	
Ray Pisarski	
40+ INT	
Tim Daily	
Dennis Middleton	
Frank Hamlett	
Bill Malone	
Bob Sullivan	
BMBR B	
Scott Jackson	
Robbie Cerv	
Steve Holtman	

Motocross
Oklahoma State C'ship Series
Elk City, OK
Oct. 23
By Jeannie Kephart

P/W STK	
Kendal Owens	LEM
Preston Hamilton	LEM
Randy Childers	Yam
Michael Duran	Yam
Trey Terbush	Yam
P/W MOD	
Shawn Cook	Kaw
Randy Childers	Yam
Shelby Davis	LEM
Kendel Owens	Yam
Michael Duran	Yam
MINI MINI	
Michael Odom	Hon
Kemp Elmore	Kaw
Shawn Cook	Kaw
Lee Sellers	Kaw
Chris Davis	Kaw
WMN	
Laura Harris	Yam
Kim Kephart	Yam
Tara Sparkman	Kaw
Angie Thomas	Hon
MINI BEG	
Mike Freeman	Hon
Shawn Sinclair	Kaw
Chad Godwin	Kaw
Cameron Glidden	Yam
Dennis Hotson	Suz
MINI JR	
Johnny Marley	Yam
Ryan St.Cyr	Yam
Michael Odom	Hon
Kemp Elmore	Kaw
MINI SR	
J.D. Bailey	Kaw
Earl Kephart	Suz
Bubba Ellis	Hon
Deven Ramsey	Suz
Casey Bolton	Yam
MINI OUTLAW	
Johnny Marley	Yam
J.D. Bailey	Kaw
Bubba Ellis	Hon
Deven Ramsey	Suz
Josh Hall	Kaw
125 BEG	
John Brad Jenkins	Yam
Randy Ralls	Kaw
Robert Stillwell	Suz
Shane McAlary	Yam
Donald Easley	Kaw
125 NOV	
Mike Tate	Hon
Neil DeArmond	Suz
Jay Grimm	Suz
Chris Griffin	Hon
Justin Coley	Yam
125 INT	
Donald Hardy	Kaw
Ricky Petersen	Yam
Casey Cole	Hon
Joey Hamrick	Hon
125 EX	
Robbie Reynard	Kaw
Brandon Lacey	Kaw
Dennis Owens	Kaw
Denny Howard	Kaw
250 BEG	
Guy Manning	Kaw
Rodney Wilson	Kaw
James Hill	Yam
Francis Gilles	Hon
Mitchel Brown	Suz
250 NOV	
Mike Tate	Kaw
David McLean	Hon
Kirk Martin	Hon
Kendell Robertson	Kaw
Jarrod Hayes	Kaw
250 INT	
Donald Hardy	Kaw
Monte Frank	Yam
Kelly Hertzler	Kaw
Todd Curran	Hon
250 EX	
Robbie Reynard	Kaw
Brandon Lacey	Kaw
Todd Claborn	Suz
Troy Morris	Kaw
Denny Howard	Kaw
25+ NOV	
Don Bailey	Kaw
Kendell Robertson	Kaw
Craig Elder	Hon
David Cain	Suz
Bobby Standerfer	Kaw
25+ INT	
Mike Baugus	Yam
Todd Curran	Hon
Phillip Hills	Hon
30+	
Don Bailey	Kaw
Truitt Rogers	Kaw
Wayne Daves	Yam
Phillip Mills	Hon
DeWayne Bean	Kaw
40+	
Jim Thomas	Yam
Laverne Kelley	Kaw
David Benson	Kaw
John Belk	Hon
Bob Bennight	Hon
OPEN OUTLAW	
Jay Grimm	Suz
Earl Kephart	Yam
Casey Cole	Hon
Monte Frank	Yam
Kelly Hertzler	Kaw

Enduro
NETRA Junior Enduro
CATRA
Fishouse, NY
Oct. 8
By Cindy Lemere

JR H-PT	
Luke McNeil	Kaw
JR	
Hans Neff	Kaw
David Bradley	Yam
Jason Rodrigue	Suz
Matt Jalbert	Hon
David Simcock	Hon
MINI H-PT	
James Stoddard	Kaw
MINI	
Shawn Tyrell	Yam
Brian Sebbeh	Suz
Dan Young	Yam
Mike Peristere	Kaw
Nathan Kanney	Suz
NOV	
Adam Simcock	
Katie Pirrone	
Charles Guldemond	
Travis Kendal	
Kyle Yetto	

Motocross
Oklahoma State C'ship Series
Final Standings
Oct. 31
By Jeannie Kephart

P/W STK	
Kendal Owens	LEM
Randy Childers	Yam
Michael Duran	Yam
Preston Hamilton	Lem
Trey Terbush	Yam
P/W MOD	
Shawn Cook	Kaw
Kendal Owens	Yam
Shelby Davis	Lem
Randy Childers	Yam
Aaron Canard	Lem
MINI-MINI	
Michael Odom	Hon
Kemp Elmore	Kaw
Lee Sellers	Kaw
Chad Cook	Yam
Colt Humphrey	Kaw
WMN	
Laura Harris	Yam
Kim Kephart	Yam
Kim Brown	Suz
Angie Thomas	Hon
Tara Sparkman	Kaw
MINI-BEG	
Mike Freeman	Hon
Shawn Sinclair	Kaw
Cameron Glidden	Yam
Russell Gibbs	Kaw
Dennis Hotson	Suz
MINI JR	
Michael Odom	Hon
Kemp Elmore	Kaw
Chad Cook	Yam
Tyler Farrar	Hon
Ryan St.Cyr	Yam
MINI SR	
J.D. Bailey	Kaw
Earl Kephart	Suz
Bubba Ellis	Hon
Jerrod Rhodes	Yam
Casey Bolton	Yam
MINI OUTLAW	
J.D. Bailey	Kaw
Bubba Ellis	Hon
Josh Hall	Kaw
Casey Bolton	Yam
Johnny Marley	Yam
125 BEG	
Brad Jenkins	Yam
Bubba Southern	Yam
Robbie Black	Kaw
Lance Fenton	Kaw
Russell Gibbs	Kaw
125 NOV	
Jay Grimm	Suz
Neil DeArmond	Suz
David McLean	Hon
Chris Griffin	Hon
Mark Turbyfill	Kaw
125 INT	
Rick Petersen	Kaw
Donald Hardy	Kaw
Casey Cole	Hon
David Casada	Kaw
Joey Hamrick	Hon
125 EX	
Dennis Owens	Kaw
Brandon Lacey	Kaw
Jason Owens	Hon
Mike Brown	Suz
Jack Brassfield	Kaw
250 BEG	
Terry Peake	Hon
Guy Manning	Kaw
Francis Gilles	Hon
John Sing	Yam
Lee LaFon	Hon
250 NOV	
David McLean	Hon
Kendell Robertson	Kaw
Kirk Martin	Hon
Deon Bean	Kaw
Kelly Hertzler	Kaw
250 INT	
Monte Frank	Yam
Todd Curran	Hon
Donald Hardy	Kaw
David Casasa	Kaw
Coby Sharp	Hon
250 EX	
Brandon Lacey	Kaw
Clifford Adoptante	Hon
Troy Morris	Kaw
Mike Brown	Suz
Denny Howard	Kaw
25 NOV	
Craig Elder	Hon
Bobby Standerfer	Kaw
Roy Canard	Kaw
Terry Stephens	Hon
John Gilliard	Suz
25+ INT	
David Eubanks	Hon
Mike Baugus	Yam
Todd Curran	Hon
Cappy Palmer	Suz
Billy Spurlock	Kaw
30+	
Greg Brown	Suz
Truitt Rogers	Kaw
Wayne Daves	Yam
Don Bailey	Kaw
David Eubanks	Hon
40+	
Jim Thomas	Yam
Ron Ainsworth	Hon
Bill Sturdivan	Hon
John Belk	Hon
Bob Bennight	Hon
OPEN OUTLAW	
Monte Frank	Yam
Casey Cole	Hon
Jay Grimm	Suz
Kelly Hertzler	Kaw
Kirk Martin	Hon

Motocross
Motocross 338
Southwick, MA
Oct. 23
By Cindy Lemere

85 FEMALE	
Stephanie Penron	Suz
Teresa Szczepanski	Hon
Bethany Smith	Kaw
85 C	
Greg Webster	Yam
Matt Francis	Kaw
Mike Corbett	Yam
Brandon Brooks	Hon
Mike McInterney	Hon
85 B	
John Carroll	Yam
Jay Patterson	Suz
Matt Boron	Kaw
Henry Komosa	Suz
Stephanie Perron	Suz
85 A	
Ben McCarthy	Suz
Dan Pepoon	Suz
125 B	
Chris Crease	Hon
Anthony Stack	Kaw
Dan Curran	Hon
Ken Germain	Hon
Ed Hololob	Kaw
200 B	
Mark Crease	Hon
Chris Crease	Hon
William Mumler	Hon
Ryan Hedges	Suz
Anthony Stack	Kaw
30+ C	
Eric Meehan	Hon
Robert McNamara	Hon
Steve Hart	KTM
Warren Austin	Kaw
Terry Bryne	Hon
30+ B	
Ian Linscott	Hon
John Becker	Yam
Joe Defilippe	Suz
Jim Sprague	Hon
Gene Garneau	Hon
40+	
David Clemence	Hon
Ron Vincent	Yam
Joe Ferrini	Yam
John Delgoosso	Kaw
Gary Mikalson	Hon
30+ A	
Joe Mikalson	Hon
John Camelio	Hon
Tim Teves	Hon
William Dill	Hon
Tom Sonier	Kaw
35+ B	
John Becken	Yam
Donald Parsons	Yam
Carl Decotis	Hon
Steve Elderkin	Yam
Joe Machon	Hon
35+ A	
Jim Meehan	Suz
Tim Thomson	Yam
Henry Komosa	Suz
Jack Weaver	Suz
Mike Degaetano	Suz
125 A	
William Dzielak	Hon
Scott Carter	Hon
Mike Treadwell	Hon
Brian Austin	Hon
Wally Silva	Yam
200 A	
Mike Treadwell	Hon
Pat Barton	Suz
William Dzielak	Hon
Scott Carter	Hon
Brian Austin	Hon

Motocross
White Sands Raceway
Ashland, NE
OCT. 23
By Kelly Kisicki

125 EX	
Brian Deegan	Kaw
Chris Hunter	Suz
Paul Hunter	Suz
Jeff Ferrin	Kaw
Marty Cason	Kaw
250 EX	
Brian Deegan	Kaw
Chris Hunter	Suz
Chris Farley	Suz
Jeff Ferrin	Kaw
Paul Hunter	Suz
OPEN OUTLAW	
Brian Deegan	Kaw
Chris Hunter	Suz
Chris Farley	Suz
Jeff Ferrin	Kaw
Bill Holding	Suz
P/W	
Josh Wright	Yam
Alan Peterson	Yam
Josh Adams	Yam
Mike Cigelman	Suz
Dakota Nelson	Yam
60	
Boomer Jones	Kaw
Mike Cigelman	Kaw
Brian Zarp	Kaw
80 B	
Nick Delozier	Kaw
Josh Brychta	Suz
Josh Williams	Kaw
Joe Vachal	Suz
Boomer Jones	Kaw
80 C	
Chris Hoover	Hon
Jared Schroeder	Hon
Steve Stang	Yam
Jason Zarp	Kaw
80 OPEN	
Eric Fritzson	Kaw
Nick Delozier	Kaw
Josh Brychta	Suz
Andrew Wieckhorst	Yam
80 A	
Eric Fritzson	Kaw
Darrike Delozier	Suz
Andrew Wieckhorst	Yam
125/250 BEG	
Marcus White	Kaw
Bob Cigelman	Kaw
Thomas Bauer	Hon
Mike Johnson	Kaw
Sundance Carson	Kaw
125 B	
Cory Francis	Kaw
Darin Fritzson	Kaw
Mickey Newman	Kaw
Rodney Badberg	Suz
Jimmy Fleek	Suz
125	
Jamie Smith	Kaw
Brian Hanzlik	Hon
Grant Walts	Yam
Danny Jandewicz	Kaw
Brandon Hoff	Kaw
125 OPEN	
Derrin Frtzson	Kaw
Cory Francis	Kaw
Jamie Smith	Kaw
Donald Bolte	Kaw
Matt Draper	Hon
250 B	
Mickey Newman	KTM
Shawn Schroeder	Hon
Phillip Brock	Yam
Jim Svoboda	Hon
Billy Puzdera	Kaw
250 C	
Joe Drinnon	Kaw
Mike Brooks	Kaw
Kevin Henn	Hon
Robert Payne	Hon
Rusty Kuester	Yam
VET	
James Svoboda	Hon
Mark McCall	Suz
John Anderson	Yam
Bill Hoff	Yam
Jeff Hoover	Hon
BMBR	
Danny Janulewicz	Kaw
Tim Svoboda	Kaw
Mike Johnson	Kaw
Bill Svoboda	Yam
Jared Schroeder	Kaw
VINT	
Bob Gigelman	Suz

Motocross
Over the Hill Gang
Southern California Raceplex
Victorville, CA
Oct. 30
By Kyle Parsons

BEG	
Tim Kelly	
Steve Matson	
Tim Whisnant	
Tim McCue	
NOV	
Fred Thiel	
David Ward	
John Curren	
Dan Smith	
INT	
Mike Robres	
Scott Wallace	
John Rizzo	
Marty Westerman	
EX	
Joe Crouch	
Jim Hean	
Dave Fajardo	
Gene Johnson	
PRO	
Tom Engel	
Marc Johnson	

Send results of races ASAP after the event to : Results, Cycle News, P.O. Box 498, Long Beach, CA 90801-0498. Results should be typewritten, and include the type of event, name of race track, city and state where located, date of event, name of person submitting the material, the top five finishers in each class, and the brand of bike each finisher rode.

ZEROED

By Tim Zierman

The National Enduro Series is nearly dead. And in my opinion, the AMA is at fault.

Strong statements? You bet. Can I back them up? I think so. I'm not sure how many people really care. I am convinced that AMA's management doesn't. In the hopes that there are enough of you out there who do care, as I do, maybe this discussion will stir things up.

Let me define the problem for you. In 1994 there were only five or six people who seriously competed in the entire National Enduro Series. Hardly enough to make the series meaningful. And this statement is not meant to detract from the abilities of Steve Hatch, Kevin Hines or Randy Hawkins. They would probably dominate the series even if there were 50 or 100 riders contesting the series. At the rate things are going though, we'll probably never know. The problem with the current National Enduro Series format, and schedule, is that it's nearly impossible for anyone other than those three or four riders who receive full factory backing, or those who are independently wealthy, to compete in the series. This is both sad and ironic. Ironic because the sport of enduros is defined as an amateur sport. Sad because it doesn't have to be this way. The sport can continue to flourish rather than die if some major changes are made to the way things are done. I'll get to that later, but let's continue the discussion about what's wrong.

The schedule itself is a major factor in the decline in the meaningfulness of the National Enduro Series. A look at the '95 schedule will illustrate my point. The first event is scheduled for February 19 in California, followed a week later by the second event in Arizona. The third enduro is in Georgia on March 19, followed a week later by the fourth event in west Texas, followed a week later by the fifth enduro on the schedule which is in northern California. Think of the travel time involved in going to these events. Could you afford to take the necessary time away from your job to do it? That's point number one.

Point number two is that this schedule all but precludes someone from the Midwest or the Northeast from competing effectively even if they somehow can come up with the time off to go to the actual events. Why's that, you say? Because the snow hasn't melted in these areas by the time five of the nine events have occurred. If you can't practice and compete on a local level in the weeks and months leading up to the first National, you can't hope to be competitive. Just ask Steve Hatch from Ithaca, New York. That's why he spent most of the 1993-94 winter in California. It paid off for him - he's the new champ. The problem is that most people can't do what he did for what is supposed to be an amateur sport.

Riders from the East Coast and Midwest have dominated the National Enduro scene for years. The record speaks for itself. Dick Burleson and Bill Baird, two of the winningest enduro riders of all time, are both Midwesterners. Terry Cunningham and Randy Hawkins are both multi-time champions. Terry is a Midwesterner and Randy is from South Carolina. Kevin Hines, a former champion, and Hatch are both Northeasterners and another ex-champ, Jeff Russell, is from the Midwest. Does it make sense then to preclude young riders from these areas, who aspire to be enduro champions, from competing in the National Enduro Series? I think not.

You will notice that in the previously mentioned list of past enduro champions there are no California riders. Not because there are none capable of winning the title. I'm sure guys such as Rodney Smith, Ty Davis, Larry Roeseler, Danny Hamel, to name just a few Californians, could provide some formidable National Enduro competition if it were in their interests to do so. Their priorities are elsewhere (although it is rumored that Ty Davis may give it a go in 1995). I don't remember the last Californian to compete seriously for the series championship. Dave Bertram perhaps? Yet the AMA continues to schedule two National Enduros in California, thereby driving up the costs significantly to those who want to compete for the title.

Still not convinced that the current format and schedule is preventing the young, up-and-coming enduro riders from competing at the National level? Look over the standings from the past three or four years. You'll see the same familiar names with few exceptions. The other thing you will notice if you follow the series closely is that only the top four or five in the standings ride the entire series. Why aren't there more new young enduro stars? Most people simply can't afford to compete under the current format. That being the case, unless the format is changed the National Enduro Series will surely come to an end, and soon, too. The series simply won't survive to support the four or five riders that are serious about competing in it. It's not meaningful. Local clubs know it. The motorcycle manufacturers know it. The riders know it, and you gotta believe that AMA knows it.

I blame AMA management to a large extent for the decline of the National Enduro Series because they control the schedule and because they are in the position of leadership to change things. To be fair though, they are not entirely at fault. Many of us can share the blame. Those of us who ride enduros and are members of the AMA, especially those who ride the National Series, or aspire to, should have insisted on change long before now. Our local AMA district representatives should be much more attuned to the situation and should be pushing for change.

Enough about the problem and trying to assign blame. Let's talk about some solutions and what we can do to improve the situation. Don't think the situation is hopeless. There are reasonable solutions that will allow enduro competition to grow and thrive for many years to come. People with a vested interest need to work together to make it happen, though. That includes riders, manufacturers, and other off-road motorcycle industry participants such as equipment suppliers and the motorcycling press. The AMA needs to provide the leadership and the rest of us need to get behind the idea that things need to change and be ready to offer support and solutions. In the short term we've got to make this a truly amateur sport once again and make it possible for riders of modest means to effectively compete. Here's one idea I have of how that can be done:

*Divide the country into six regions - Northeast, Southeast, North Central, South Central, Northwest, Southwest.

*Run five qualifying enduros in each region with the best four finishes counting toward a regional championship. Riders would have to file letters of intent before the start of each season declaring which region they intend to compete in. The regional championships would be completed by September 1.

*Get motorcycle manufacturers and other industry participants to support the regional championships by contributing to a pool of prize money to be administered by the AMA.

*Give the top 10 finishers in each region cash awards starting with $5000 for first place down to $1000 for 10th place. These cash awards would enable the top regional riders to compete in a final three-race National Championship series.

*Establish a three-event National Championship series consisting of an Eastern, a Central and a Western event. These would be two-day events with a competitor's best four days counting toward the championship. They would be held in October and November of each year after the regional series is completed with a minimum of two weeks between National events. Only the top 10 riders from each region could compete for national points. This is necessary so that riders don't skip the regional series which, in effect, become qualifiers for the National Championship. Others could enter the event and compete for the individual event awards but only those that qualified would be eligible for National Championship points.

*Clubs would be provided some incentives to put on regional and National events. These incentives would consist of the AMA picking up the insurance tab for the event and of providing course marking supplies (arrows, ribbons, score cards, backup sheets, check-station flags). This would assure a level of consistency among events as well as being an incentive for clubs to put on a regional or National event. The cost of these items would come out of the same source pools as the regional rider awards.

*The AMA would have an official, such as the local district representative, at each regional event to act as referee and to assure compliance with the AMA rules. At the National races an official (employee) from the AMA would be there for the same purpose.

This proposal addresses most of the problems that exist with the current schedule and format. It returns the sport of enduros to true amateur status and makes it possible for people to compete with a reasonable investment of time and money. And it would, I'm convinced, allow the sport of enduros to thrive and prosper once again. Over the long haul we should take a hard look at adopting FIM enduro rules.

Any better ideas? CN

LOOKING BACK...

25 YEARS AGO... December 2, 1969

Belgian **Roger DeCoster** graced the cover of Issue #46 in 1969 - all crossed up on his CZ en route to winning the Inter-Am round at San Francisco's China Camp. The race coverage was penned by editor-turned-advertising-manager **Terry Pratt** when he still had a real job. DeCoster topped **Ake Johnsson** and **Hakan Andersson** in winning the race. **Barry Higgins** was the top finishing American rider in seventh place... **Eric Crippa** led the Expert Combo class at Carlsbad Raceway on his 125cc Sachs until getting passed late in the race by **Jim Wilson**... Desert racing star **J.N. Roberts** won the 100-mile Barstow Desert Run; **Mike Patrick** finished second... **Jack Ward** rode his brand-new Bultaco to victory in the Canyon Crest Trial, held in Riverside, California.

15 YEARS AGO... November 28, 1979

Kenny Roberts received the AMA's Professional Athlete of the Year award at the AMA Awards Banquet... **Kent Howerton** won the final round of the AMA/Toyota Supercross Series at Anaheim Stadium in Southern California, in front of a crowd of 40,000 spectators. Howerton's victory allowed him to clinch the Toyota Trucks Triplecrown of Supercross and moved into fifth place in the Supercross Series point standings. Howerton topped **Warren Reid** and **Mike Bell** in taking the win. The final point standings read: **Bob Hannah**, **Jimmy Weinert**, Bell and **Steve Wise**... Also in Anaheim, **Bruce Penhall** and **Scott Autrey** won berths on the American World Speedway team by taking the top two spots in the qualifier... *Cycle News* tested the Yamaha SX650-SG street bike, writing that the Yamaha featured a touch of British mystique. "Hell, ours even seeped oil...slightly," the story said.

5 YEARS AGO... November 22, 1989

A cover devoted to a review of the 1989 motocross racing season featured photos of the three champions, **Jeff Stanton**, **Jeff Ward** and **Mike Kiedrowski**... The big winners at the season-ending WERA Grand National Finals were **Tripp Nobles**, **Kurt Hall** and **Nick Ienastch**. The Suzuki National Cup Finals at Road Atlanta were won by **Jamie James** and **Scott Russell**. James won the 600cc and the 1100cc classes with Russell taking home the win in the 750cc class. Team Suzuki, meanwhile, won the Endurance National Championship with riders **Mike Smith** and **Paul Bray**, and **Mike Harth** won the Formula USA finale... **Warren Reid** won the White Brothers Veterans' World MX Championship at Carlsbad Raceway, topping **Mark White** and **Pete Murray**...

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UNTIL *DECEMBER* **31ST!**

TITANIUM SUB-FRAME! SO LIGHT, YOU CAN *FLY!* (HEY KIDS, THIS ONE ONLY COMES WITH THE *YZ 250!*)

DUNLOP K695-REAR/K490-FRONT *COMBO!* GOSH, THESE SURE ARE *KNOBBY!* *GRIP-A-LICIOUS!!* DUNLOP

ALUMILITE

ALUMILITE HANDLEBAR & PAD! BE THE FIRST KID ON YOUR BLOCK! YOU GET THESE WITH THE *YZ125, YZ80* OR *WR250!*

PISTON KIT! ALL THE *KEEN GIZMOS* YOU NEED TO *KEEP* YOU *ON TRACK!*

YAMALUBE KIT! YOU'LL GET 3 QUARTS OF *YAMALUBE* 10W-30, 1 CAN OF *CHAIN LUBE*, 1 BOTTLE OF *FOAM AIR FILTER OIL* AND 3 PINTS OF *YAMALUBER!*

THAT'S *RIGHT*, BOYS AND GIRLS! GET THE *SAME* BIKE AS YOUR FAVORITE *HEROES*, AND YOU'LL RECEIVE A REALLY *BOFFO* GIFT PACK JUST *BURSTIN'* WITH *GOODIES*--INCLUDING THOSE *NEAT-O DUNLOP TIRES!* JUST GET DOWN TO YOUR NEIGHBORHOOD *YAMAHA* DEALER TO BUY YOUR VERY OWN *'95 YZ* OR *WR!* YOU'LL GET A CHOICE BETWEEN *NO MONEY DOWN* OR *90-DAY DEFERRED* PAYMENT-- AND A BOX OF *TREATS* SURE TO TURN YOU INTO A BRAVE *YAMAHA WARRIOR!*

THE *YAMAHA WORKS KIT!* NOW WITH *SPACE AGE ENERGY* FLECKS--AND VITAMIN-FORTIFIED TO HELP YOU GROW *BIG* AND *STRONG!*

YAMAHA

* Approximate value of each kit: YZ250: $517, YZ125: $320, YZ80: $252, WR250: $358. Works Kit subject to availability. Allow 6 to 8 weeks for delivery. Offer good only on 1995 model YZ80, 125, 250 or WR250 purchased between 8/1/94 and 12/31/94. Dealer participation may affect availability. Qualified buyers only. No money down or 90-day deferred payment finance program is based on approved credit. ©1994 Yamaha Motor Corporation, U.S.A. (Cypress, CA 90630)